

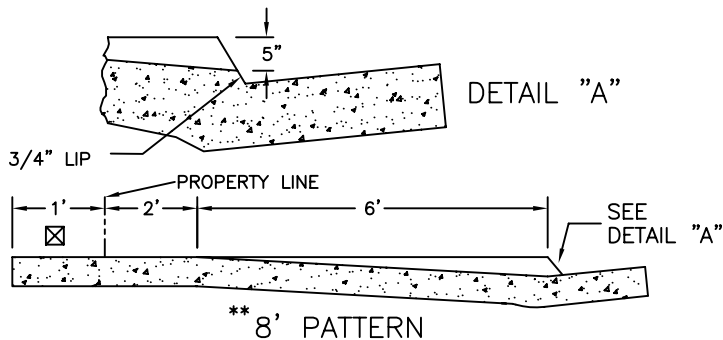
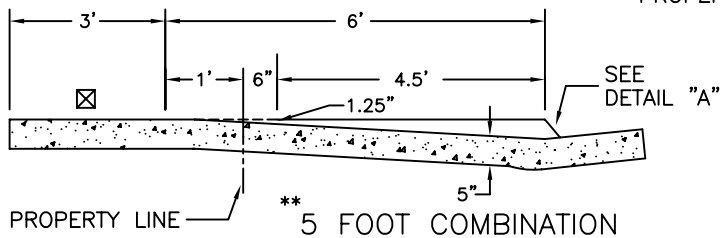
PUBLIC WORKS STANDARD DRAWINGS

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P-2	Commercial Driveway Approaches for 14'-12'10'-8' Pattern and for 5' Combination
P-3	Driveway Approaches for Various Curb Patterns
P-4	Driveway Opening and Clearance Requirements
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P-37	Witness Corner
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P-39	Witness Corner Details
P-40	Benchmark Details
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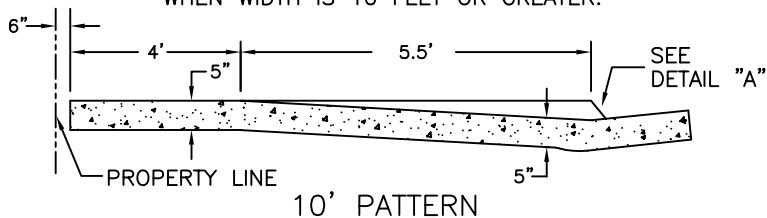
NO.	TITLE OF DRAWING
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P-43	Sidewalk Drains
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P-45	Chain Link Fence Construction Details
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P-98	Residential Traffic Circle for Four-Way Intersection
P-99	Residential Traffic Circle Case No. 1
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DENOTES UNOBSTRUCTED ONSITE PEDESTRIAN
 ☒ LANDING AREA PER A.D.A. REQUIREMENTS
 PEDESTRIAN EASEMENT REQUIRED

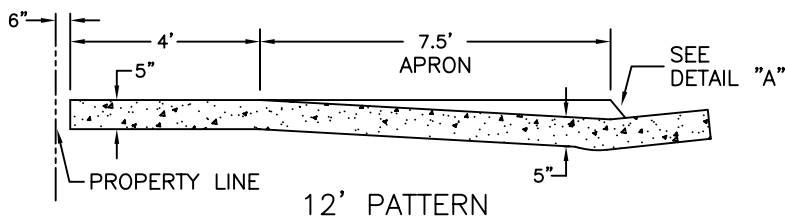


NOTE: CONSTRUCT WEAKENED PLANE JOINT ON CENTERLINE WHEN WIDTH IS 10 FEET OR GREATER.



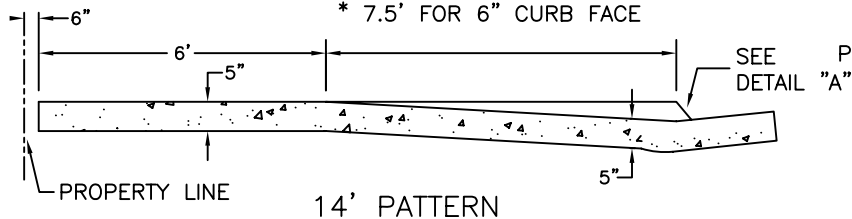
NOTES:

1. FOR CURB AND GUTTER DETAILS SEE DRG. P-5
- ** 2. 5' AND 8' PATTERNS ARE FOR USE ON RETROFITS AND/OR WITH APPROVAL OF THE ENGINEER.

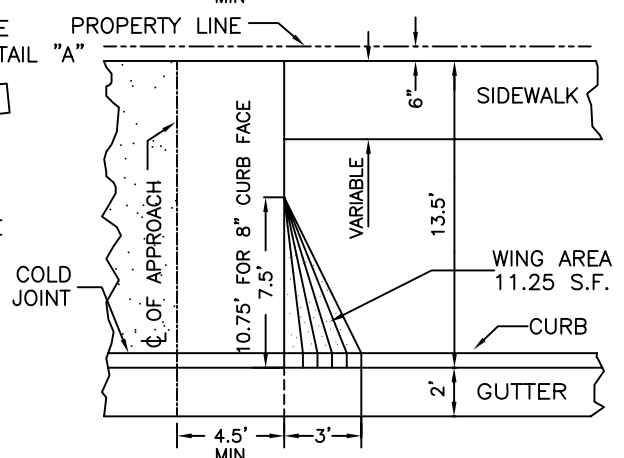
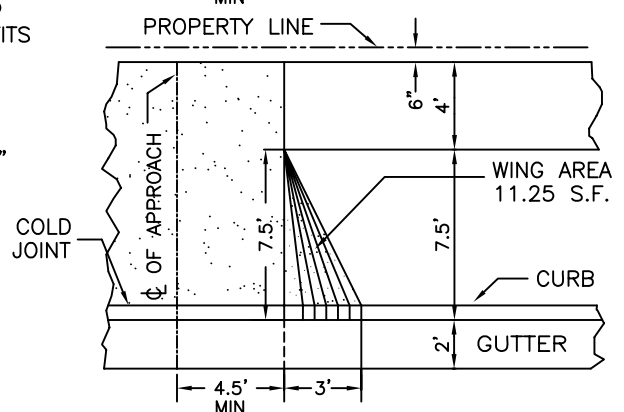
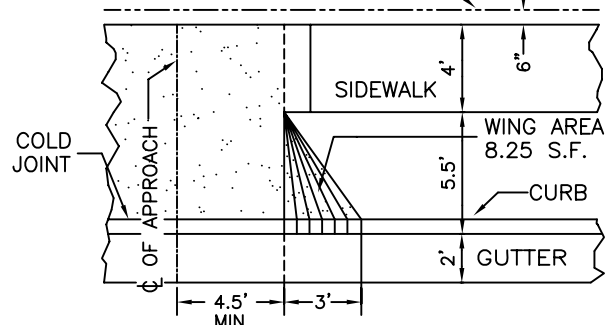
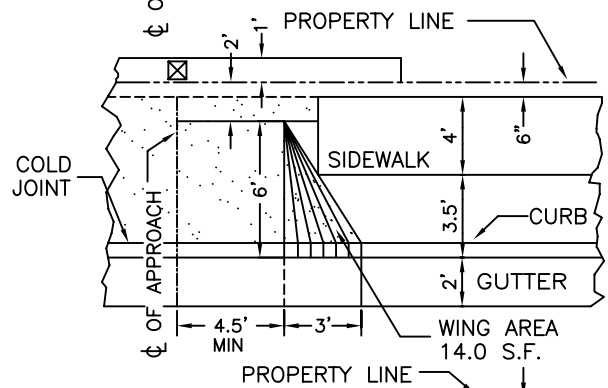
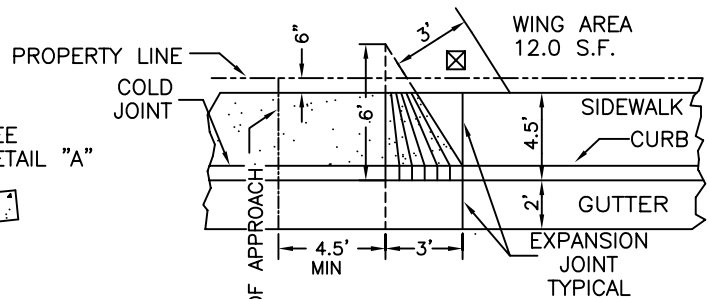
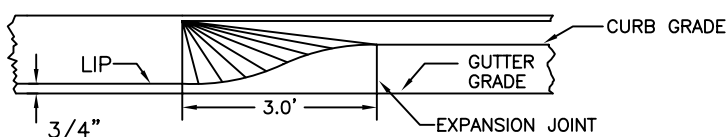


* MINIMUM LENGTH OF APRON

- * 10.75' FOR 8" CURB FACE
- * 7.5' FOR 6" CURB FACE



NOTE: DRIVEWAY APPROACH THICKNESS SHALL BE 6" WHEN USAGE IS OTHER THAN WITH NORMAL PASSENGER VEHICLES.



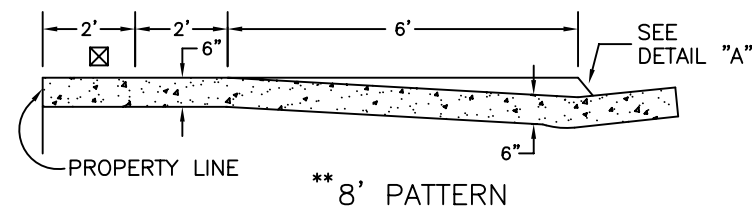
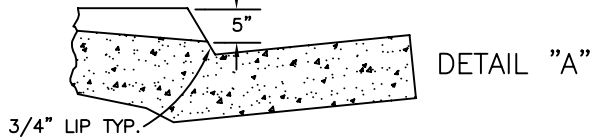
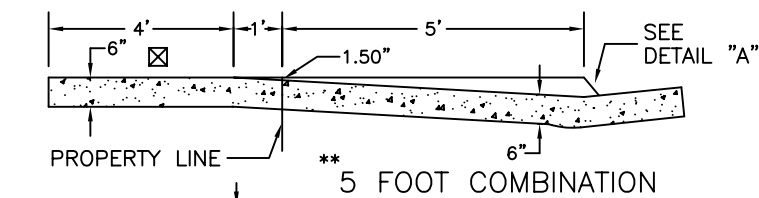
RESIDENTIAL DRIVEWAY APPROACHES FOR 14' - 12' - 10' - 8' PATTERN AND FOR 5' COMBINATION

REF. & REV.
DEC., 2004

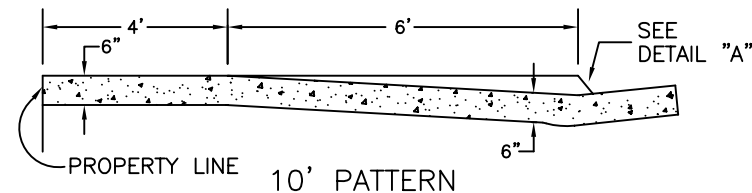
CITY OF FRESNO

P-1

☒ DENOTES UNOBSTRUCTED PEDESTRIAN LANDING AREA PER ADA REQUIREMENTS
PEDESTRIAN EASEMENT REQUIRED

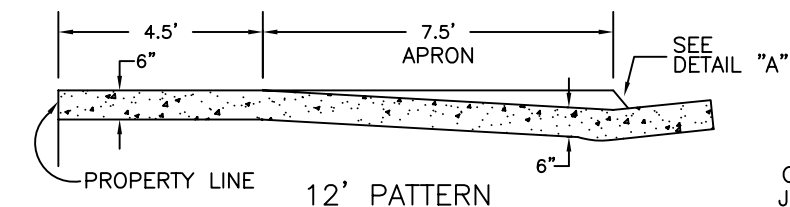


NOTE: CONSTRUCT WEAKENED PLANE JOINT ON CENTERLINE WHEN WIDTH IS 10 FEET OR GREATER.

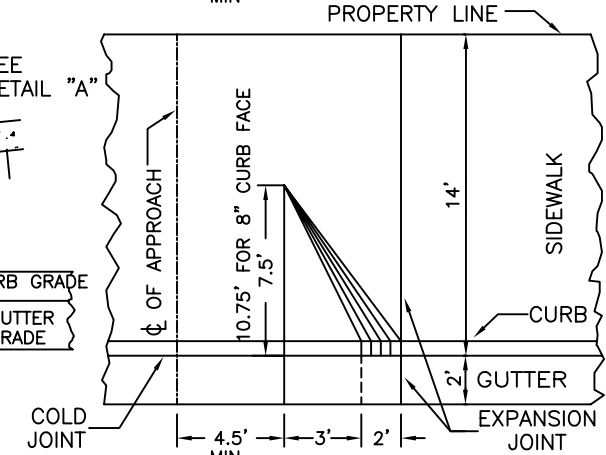
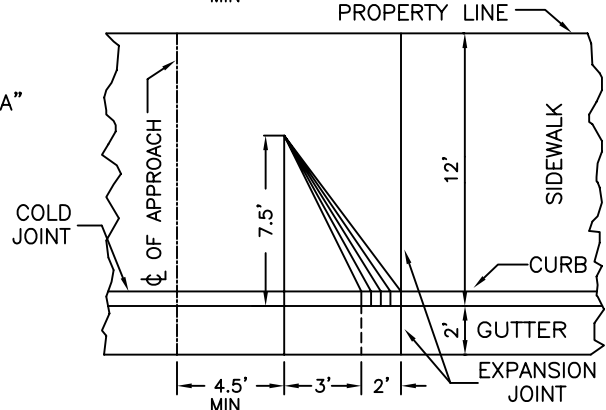
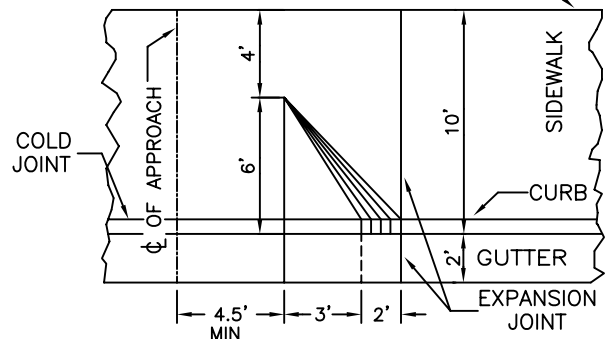
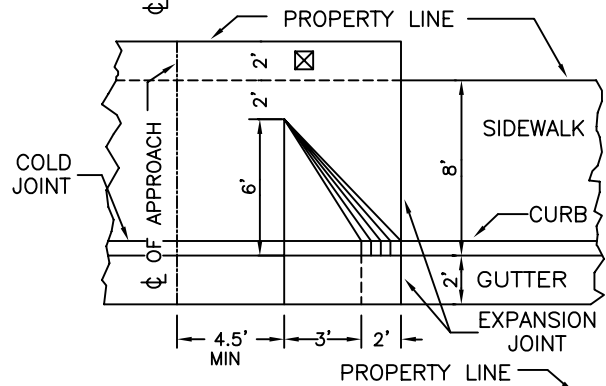
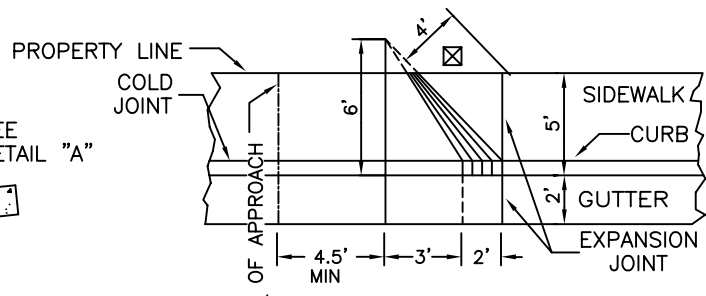
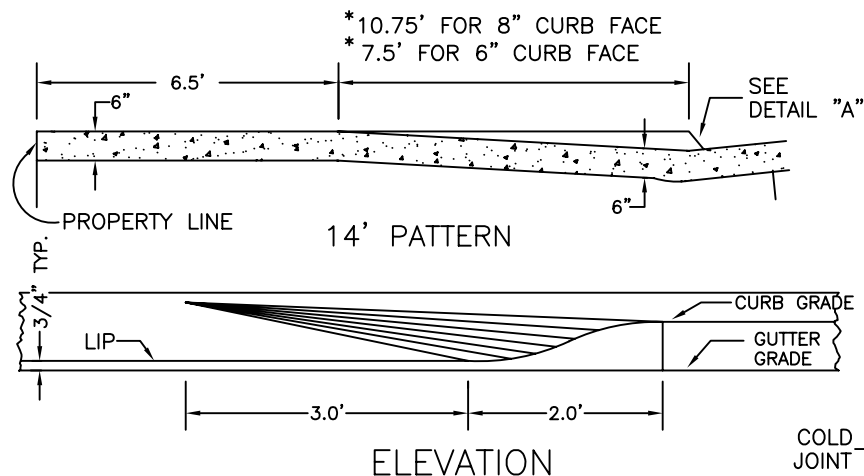


NOTES: 1. FOR CURB AND GUTTER DETAILS SEE DRG. P-5.
2. CONCRETE SHALL BE 6 SACK MIX.

** 5' AND 8' PATTERNS ARE FOR USE ON RETROFITS AND/OR WITH APPROVAL OF THE ENGINEER.



OPTION: APRON MAY BE EXTENDED TO THE NEAREST SCORE LINE GREATER THAN THE MINIMUM DISTANCE FROM THE CURB.
MAXIMUM APRON SLOPE IS 0.9" PER FOOT
* MINIMUM LENGTH OF APRON



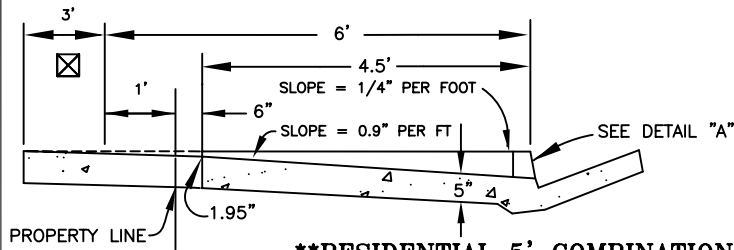
COMMERCIAL DRIVEWAY APPROACHES FOR 14' - 12' - 10' - 8' PATTERN AND FOR 5' COMBINATION

REF. & REV.
DEC., 2004

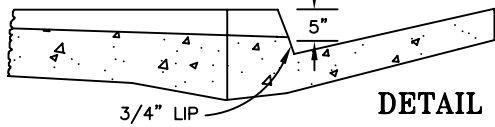
CITY OF FRESNO

P-2

☒ DENOTES UNOBSTRUCTED ONSITE (PEDESTRIAN) LANDING AREA PER A.D.A. REQUIREMENTS. PEDESTRIAN EASEMENT REQUIRED

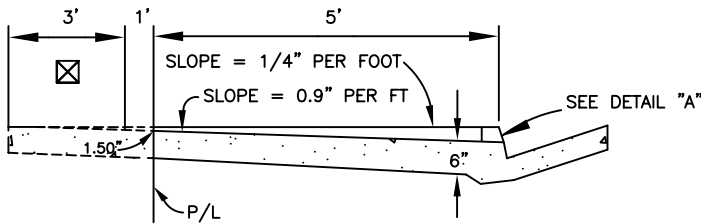


****RESIDENTIAL 5' COMBINATION**

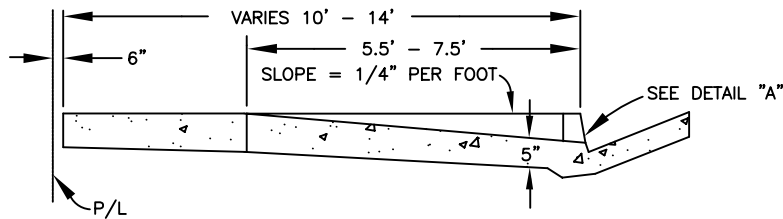


DETAIL "A"

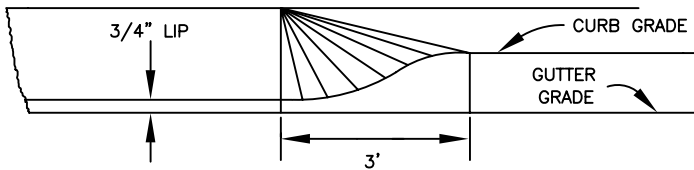
NOTE: FOR CURB & GUTTER DETAILS, SEE DRG. P-5



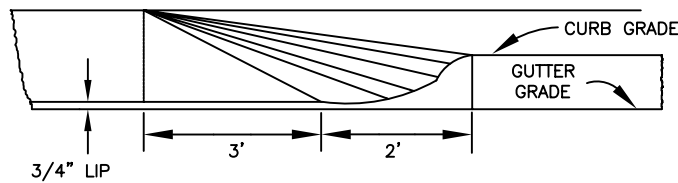
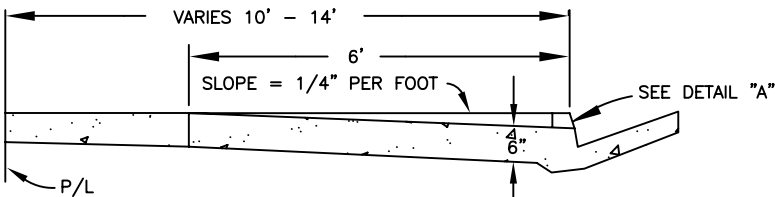
****COMMERCIAL 5' COMBINATION**



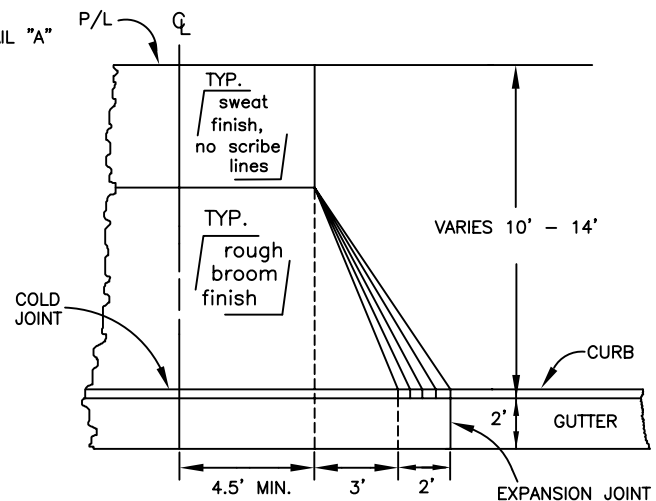
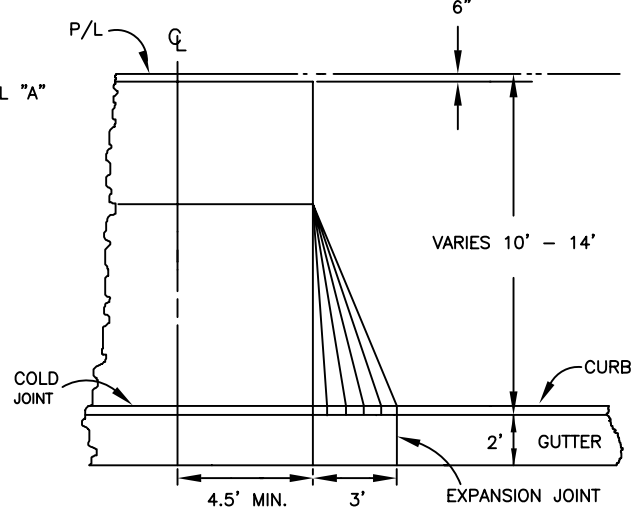
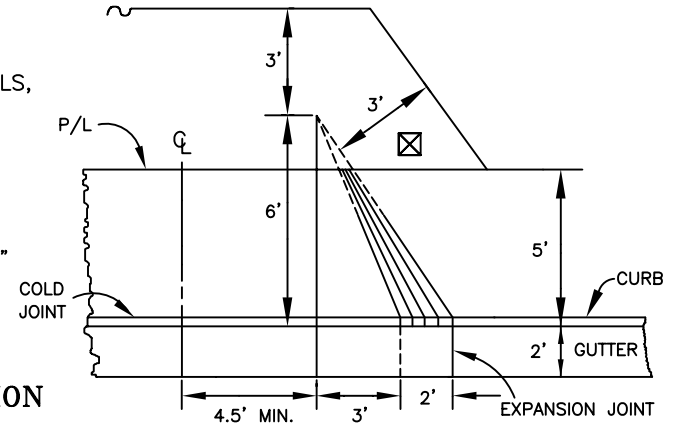
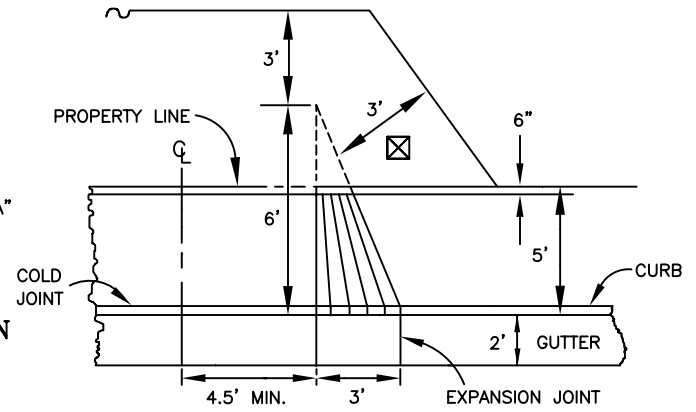
RESIDENTIAL PATTERN



COMMERCIAL PATTERN



NOTE: WHERE STANDARD WALK IS NOT REQUIRED BY ORDINANCE OR WHERE WALK HAS BEEN WAIVED
 ** 5' PATTERNS ARE FOR USE ON RETROFITS AND/OR WITH APPROVAL OF THE ENGINEER.



DRIVEWAY APPROACHES FOR VARIOUS CURB PATTERNS

REF. & REV.
 DEC., 2004

CITY OF FRESNO
 P-3

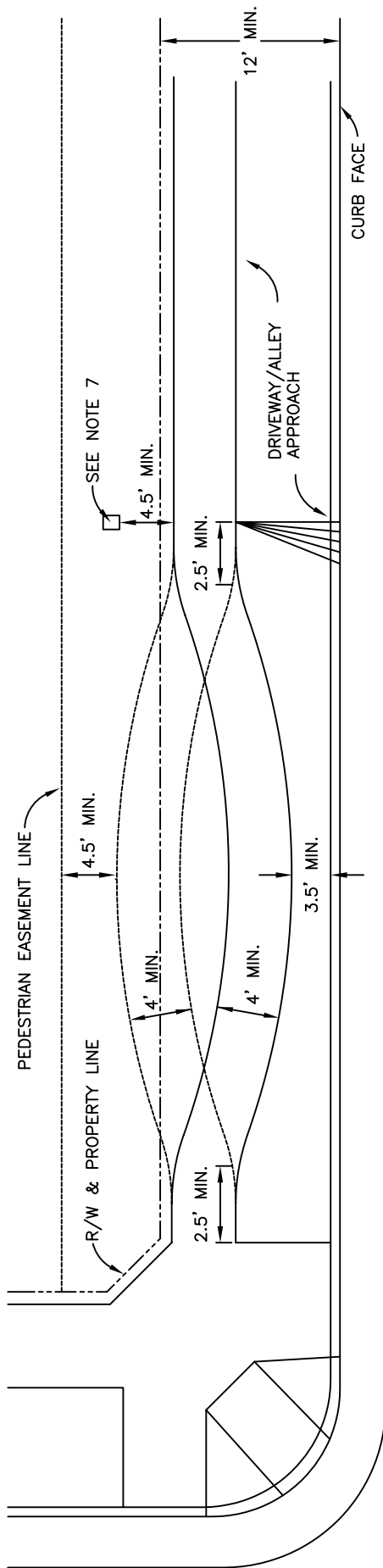
NOT USED

NO LONGER USED

REF. & REV.
NOV., 2009

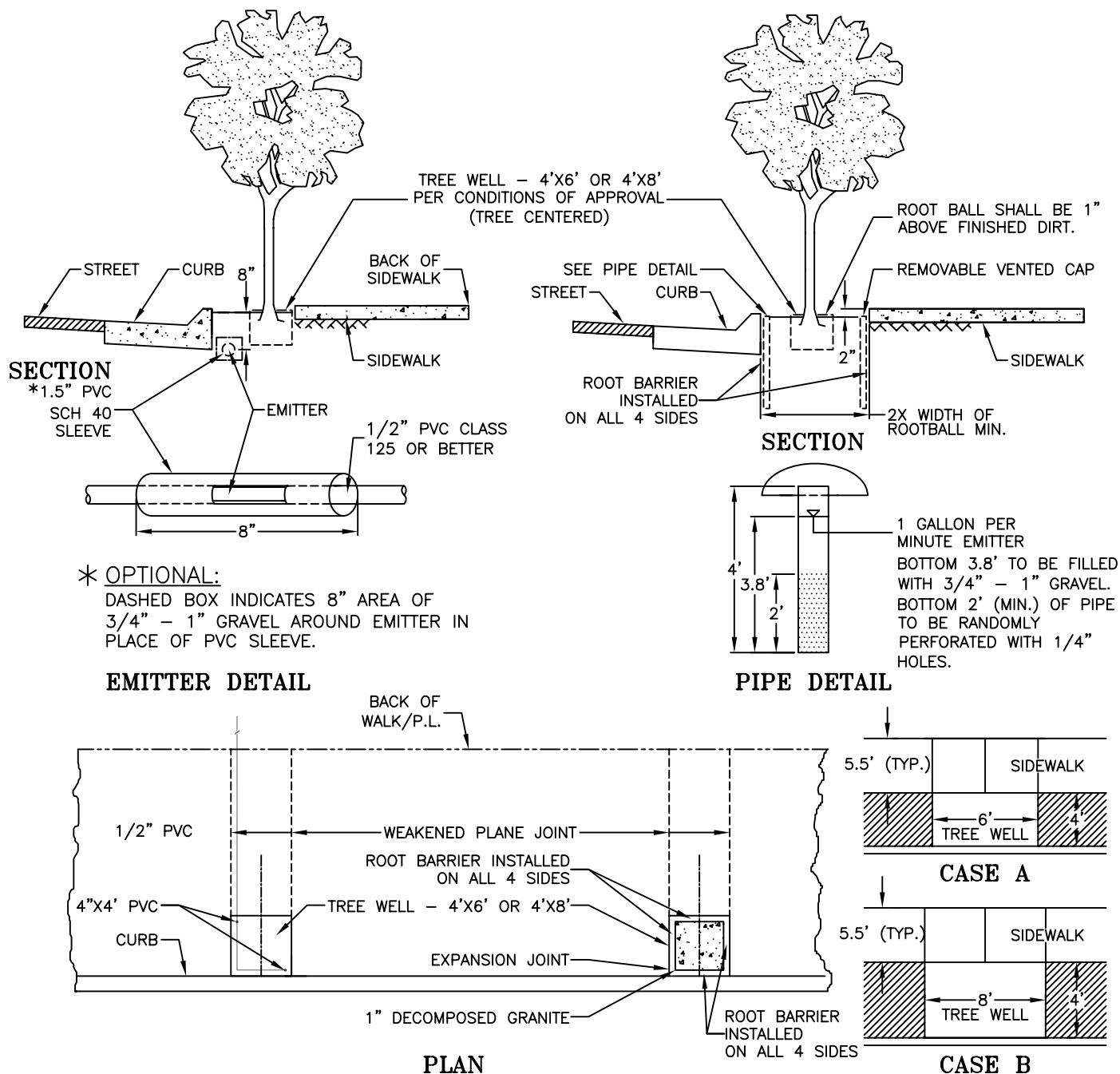
CITY OF FRESNO

P-6



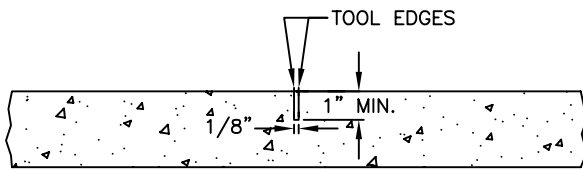
NOTES:

1. PRECISE DATA SHALL BE PROVIDED TO STAKE THE ALIGNMENT AND SET APPROPRIATE GRADES.
2. SIDEWALK CONSTRUCTION SHALL CONFORM TO CITY STANDARD SPECIFICATIONS.
3. SIDEWALK WIDTH SHALL NOT VARY, EXCEPT WHERE APPROVED BY THE CITY ENGINEER; MINIMUM WIDTH SHALL BE 4'.
4. LANDINGS AND DIRECT ACCESS TO THE CURVILINEAR SIDEWALK SHALL BE PROVIDED TO EXISTING AND PROPOSED BUS STOP ZONES (INCLUDING SHELTERS AND BENCHES).
5. SIDEWALK LOCATION AT DRIVEWAY AND ALLEY APPROACHES AND AT LANDINGS AT STREET INTERSECTIONS SHALL BE ADJACENT TO THE PROPERTY LINE (STANDARD LOCATION, IN STREET R/W).
6. AT STREET INTERSECTION LANDINGS THE CURVILINEAR PATTERN SHALL COMMENCE AFTER A MINIMUM 2.5' LONG STANDARD SECTION OF SIDEWALK (ALIGNED PERPENDICULAR TO THE STANDARD LANDING AREA); THE WIDTH OF THE 2.5' LONG SECTION SHALL COINCIDE WITH THE ESTABLISHED CURVILINEAR SIDEWALK WIDTH.
7. SIDEWALK SHALL NOT BE CLOSER THAN 3.5' TO THE CURB FACE AND 4.5' TO ON-SITE PARKING LOT, STRUCTURES AND OTHER ITEMS WHICH MAY BE DETRIMENTAL TO PUBLIC SAFETY AND AESTHETIC VALUE.
8. A CURVILINEAR SIDEWALK PATTERN WILL NOT BE ALLOWED IN AREAS HAVING A CURB TO PROPERTY LINE (STANDARD LOCATION, IN STREET R/W) AND PEDESTRIAN EASEMENT WIDTHS OF LESS THAN 12'.
9. ALL SIDEWALKS OUTSIDE THE PUBLIC RIGHT-OF-WAY SHALL BE IN RECORDED PEDESTRIAN EASEMENTS.
10. AT STREET INTERSECTIONS, SIDEWALK LOCATION SHALL BE INCORPORATED INTO THE DESIGN FOR PROPOSED HANDICAP RAMPS.

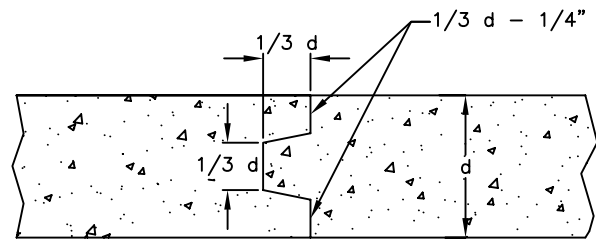


NOTES:

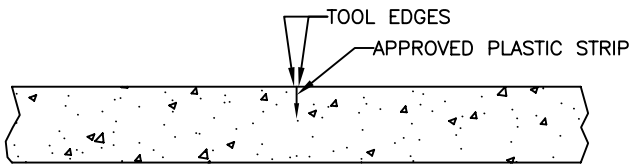
1. FORM LUMBER FOR TREE WELL SHALL BE 2" X 4".
2. NO TREE WILL BE PLANTED UNLESS WATER IS PROVIDED TO PLANTER AREA.
3. 1" DECOMPOSED GRANITE IS REQUIRED WHEN TREE PLANTING IS NOT IN CONJUNCTION WITH PROJECT.
4. ALL DRIP SYSTEMS SHALL BE EQUIPPED WITH 200 MESH FILTER, PRESSURE REGULATOR, AND A CLEAN OUT TO FLUSH THE SYSTEM ANNUALLY.
5. ALL PLASTIC TUBING UNDER CONCRETE SHALL BE 1/2" PVC CLASS 125 OR BETTER AND SLEEVED AT 2.5 TIMES THE DIAMETER OF THE PIPE.
6. TIMECLOCK SHALL HAVE THE CAPACITY TO BE SET TO 40 MINUTES PER IRRIGATION STATION DURING THE MONTHS OF JULY AND AUGUST AND PROPORTIONAL TO CLIMATIC CONDITIONS FOR THE REMAINDER OF THE YEAR.
7. MAINTAIN 4' CLEAR SIDEWALK WIDTH BETWEEN TREE WELL AND BACK OF SIDEWALK.



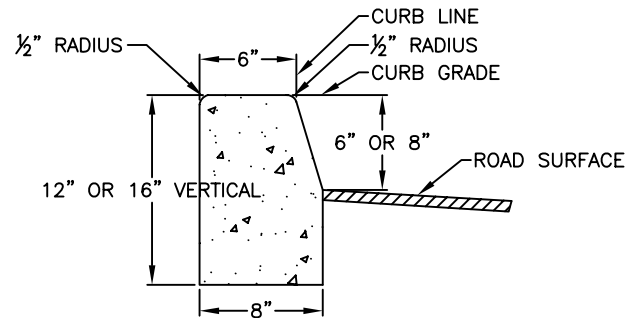
WEAKENED PLANE JOINT DETAILS



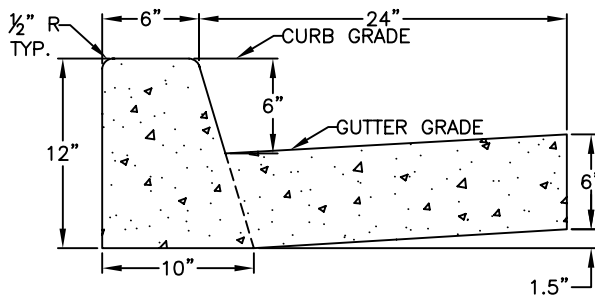
CONSTRUCTION JOINT DETAILS



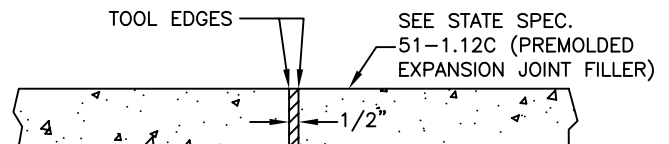
ALTERNATE DESIGN WEAKENED PLANE JOINT



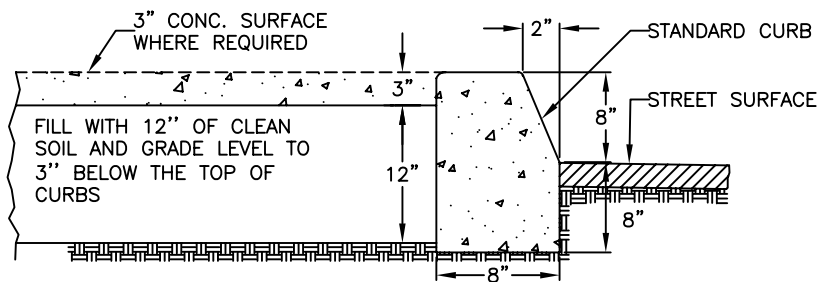
CROSS - SECTION OF CURB



CROSS - SECTION OF MONOLITHIC CURB AND GUTTER



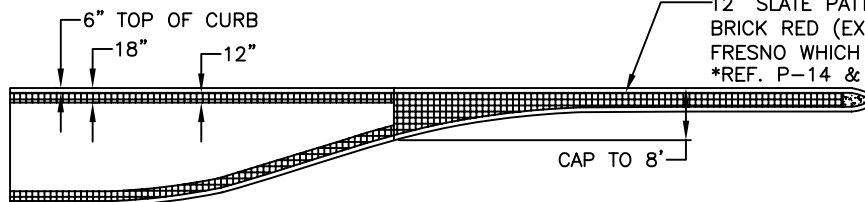
EXPANSION JOINT DETAIL



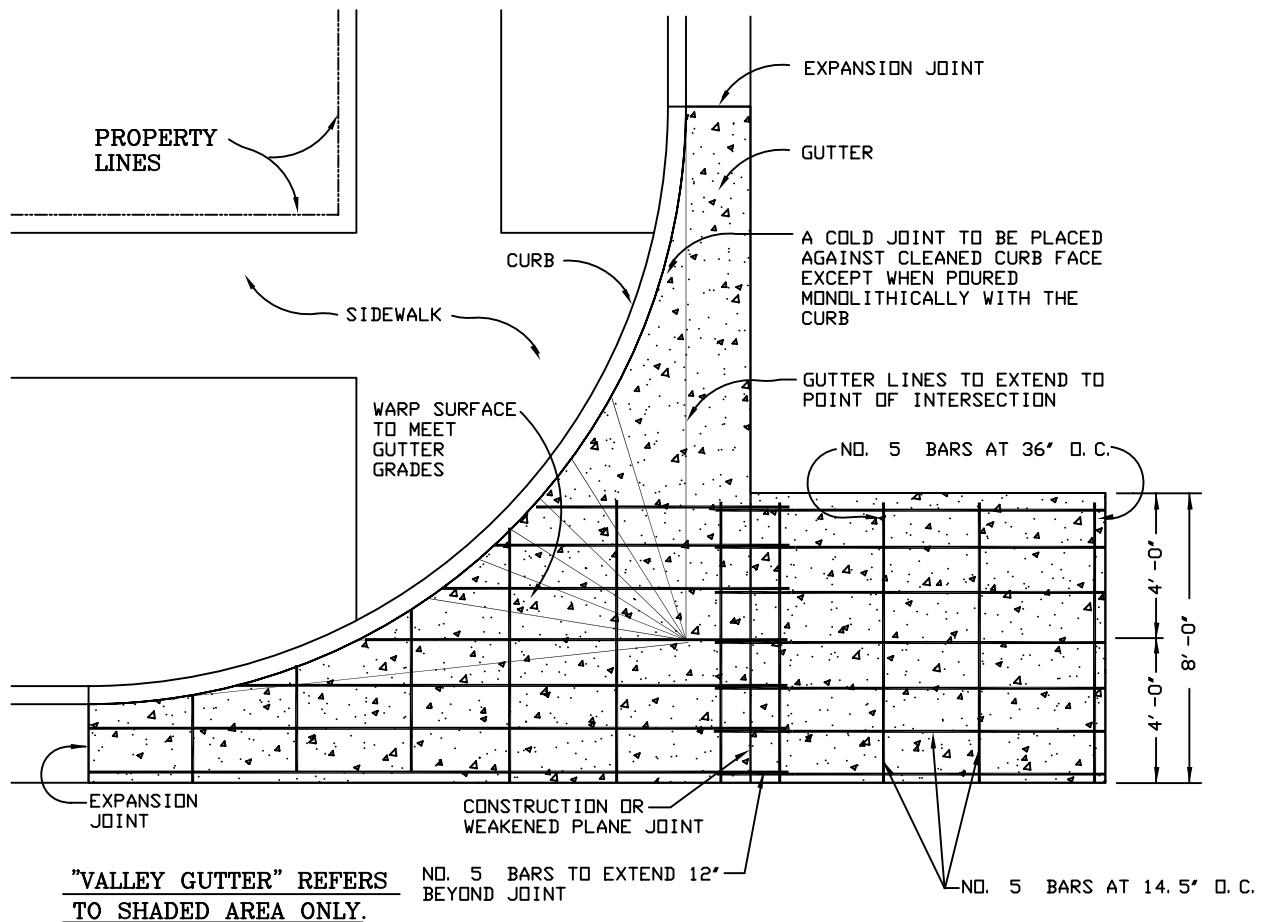
MEDIAN ISLAND CURB DETAIL

* FILL BEFORE PLACING BASE MATERIAL OR COMPACTING IN THE TRAVELED WAY

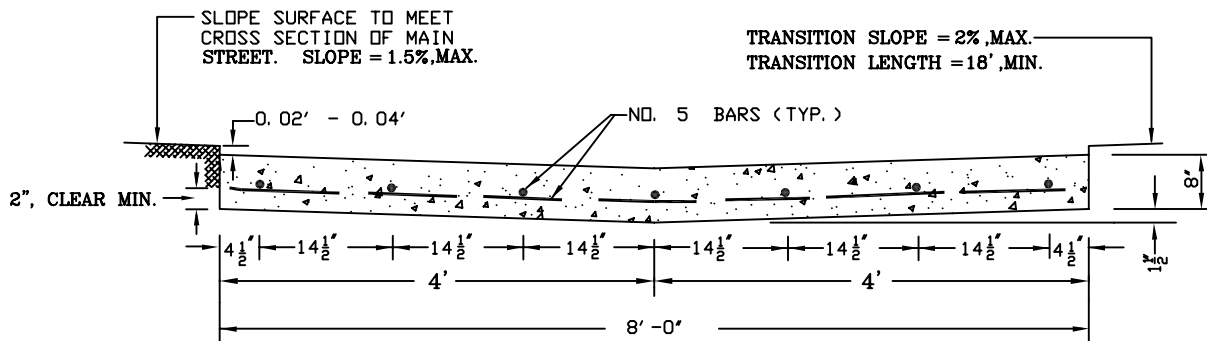
MEDIAN ISLAND CAP AND 12" WIDE MAINTENANCE BANDS SHALL BE 3" THICK STAMPED COLORED CONCRETE, 12" SLATE PATTERNS, DAVIS COLOR BRICK RED (EXCEPT FOR DOWNTOWN FRESNO WHICH SHALL BE MESA BLUFF). *REF. P-14 & P-15



MEDIAN ISLAND PLAN VIEW

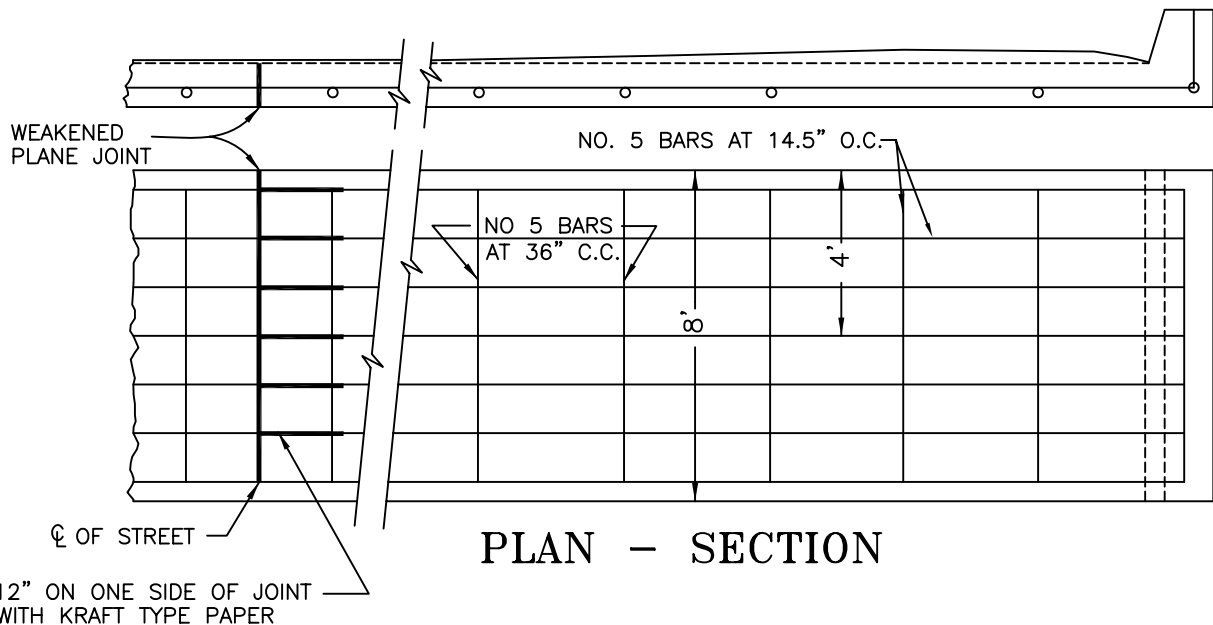
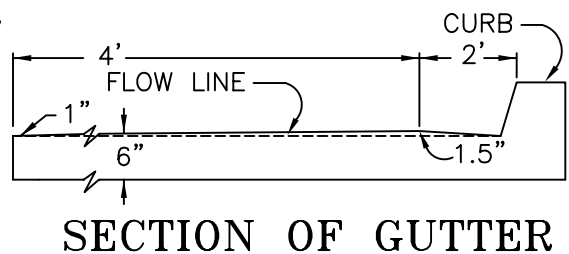
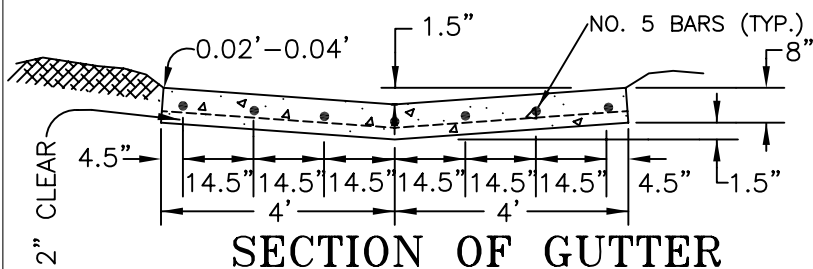
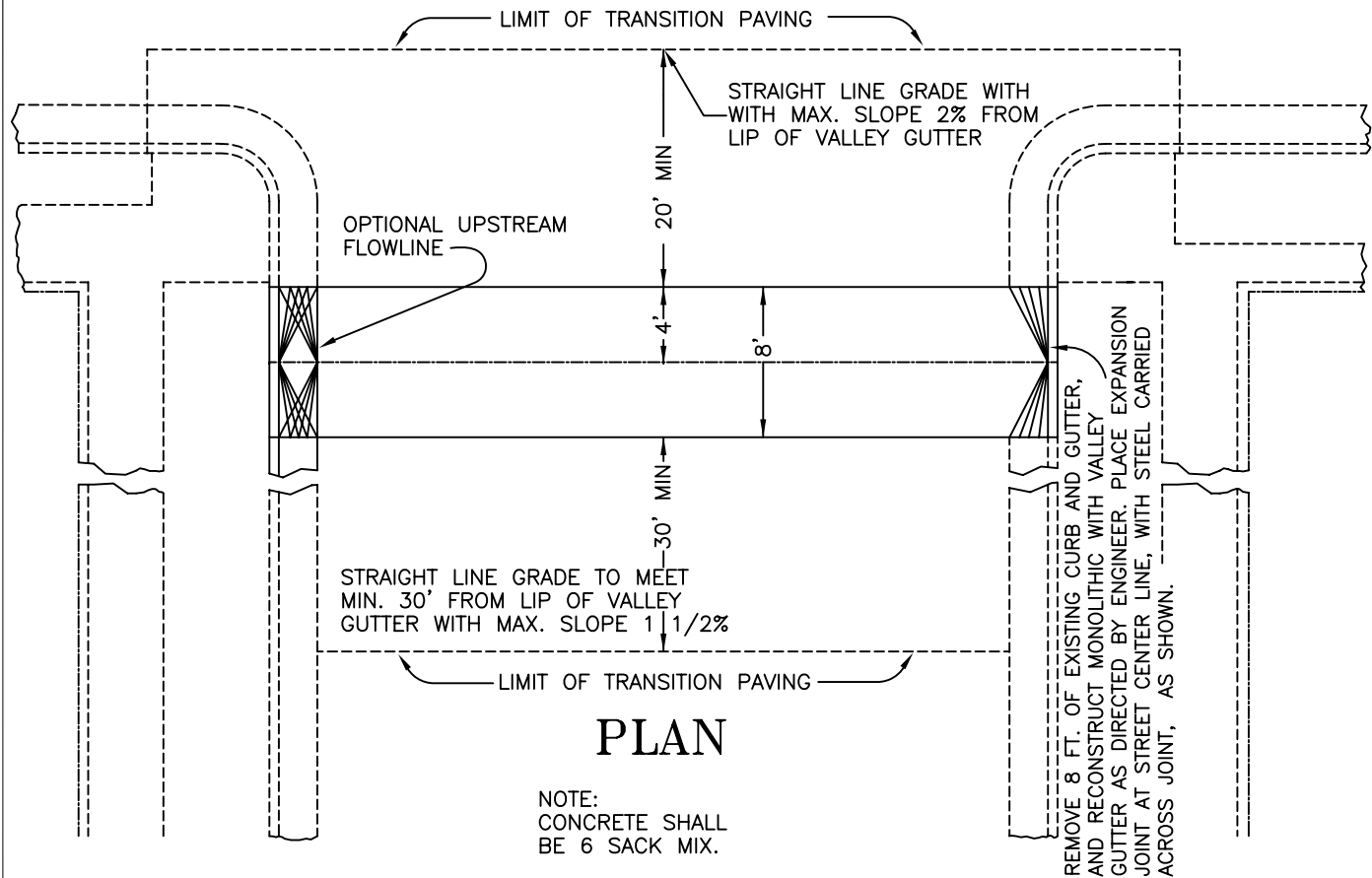


PLAN



- NOTE: 1) IN NEW CONSTRUCTION AREAS, VALLEY GUTTERS SHALL BE DESIGNED TO PROVIDE A MINIMUM DIFFERENCE OF THIRTY-FIVE HUNDREDTHS OF A FOOT (.35') FROM END OF RETURN TO END OF RETURN.
- 2) ALL VALLEY GUTTERS SHALL BE CONSTRUCTED USING 6 SACK CLASS A CONCRETE PER STD. SPECIFICATIONS 14-2

SECTION OF GUTTER



NOTE: TO BE USED WITH ENGINEER'S APPROVAL ONLY

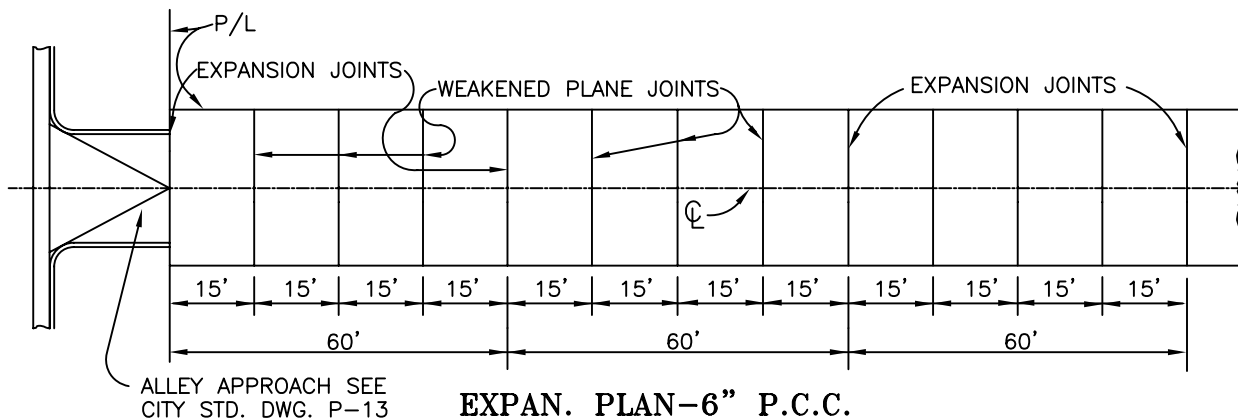
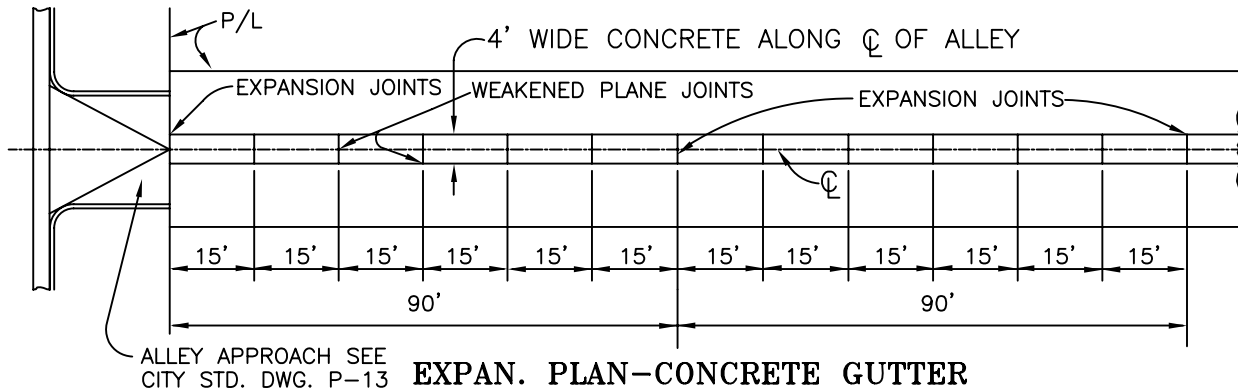
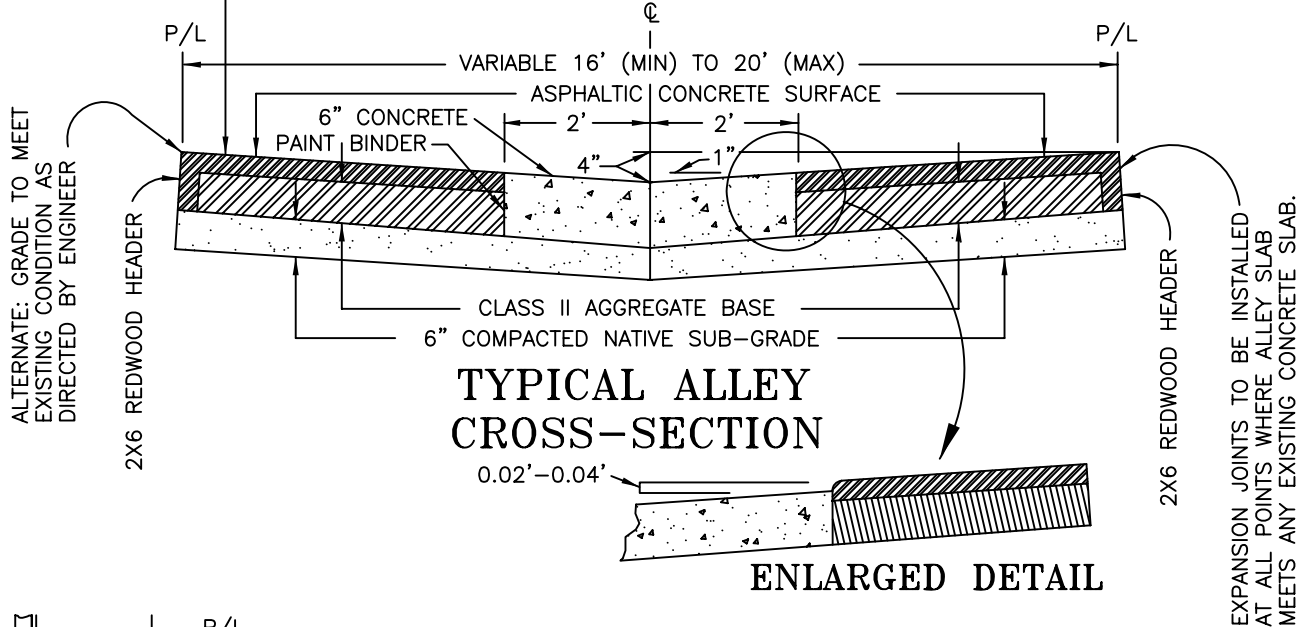
SPECIAL VALLEY GUTTER (CROSS DRAIN REPLACEMENT)

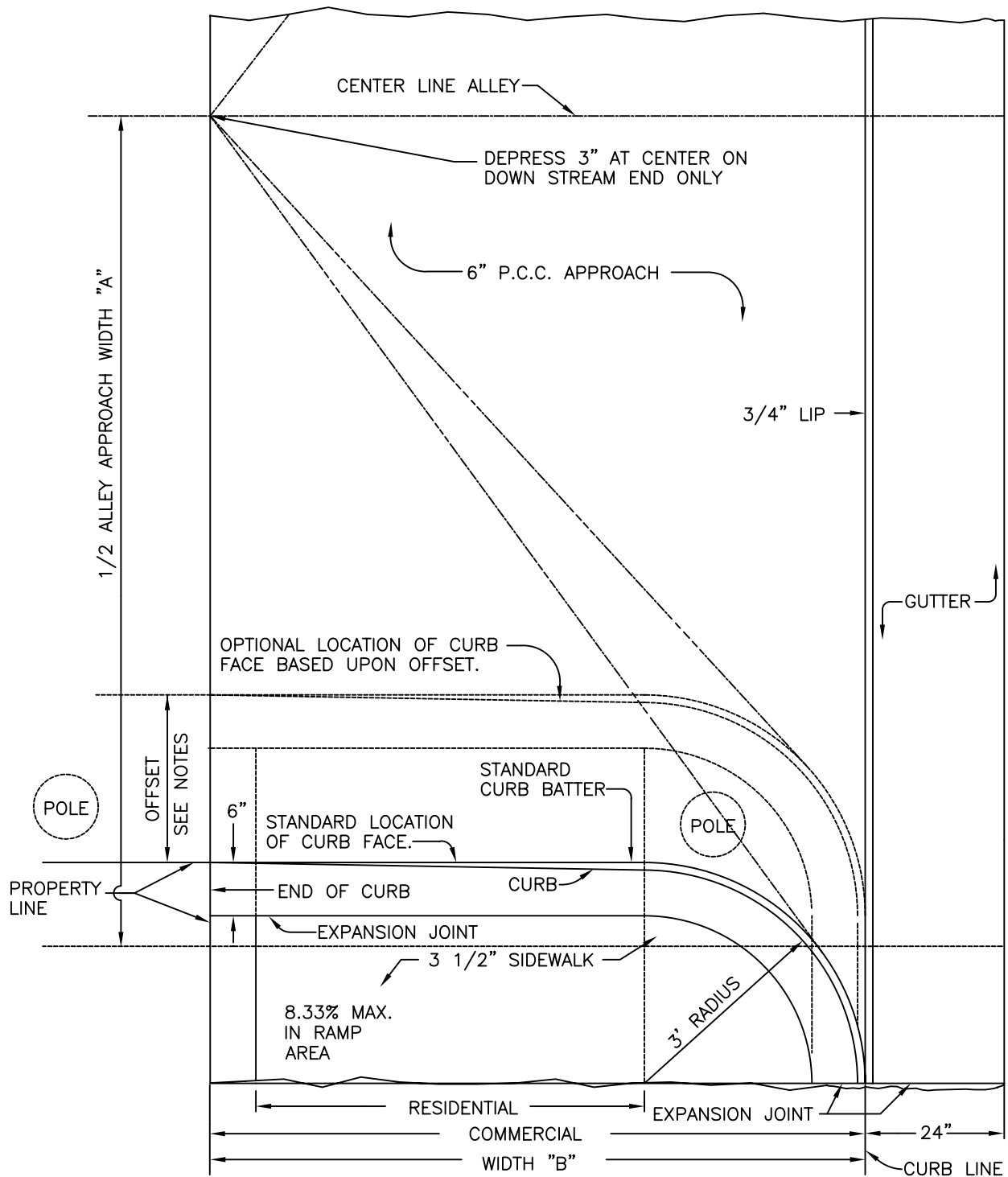
REF. & REV.
AUG., 2002

CITY OF FRESNO
P-11

ALTERNATE SECTIONS

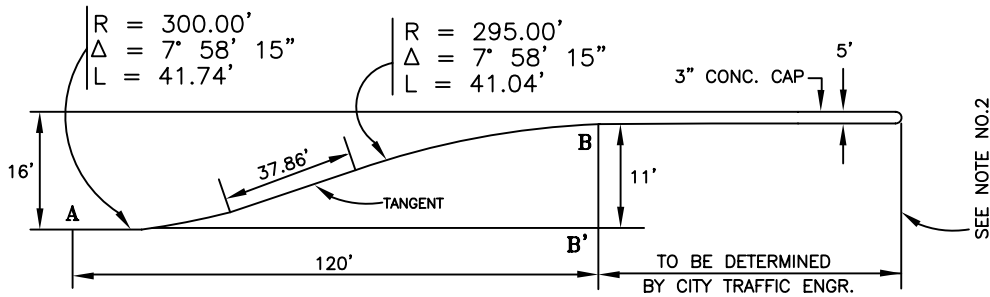
2"A.C./4"A.B. W/CONCRETE GUTTER-RESIDENTIAL
 3"A.C. W/O CONCRETE GUTTER-RESIDENTIAL (LONG. $S \geq 0.0020$)
 4"A.C. W/CONCRETE GUTTER-COMMERCIAL
 6"A.C. W/O CONCRETE GUTTER-COMMERCIAL (LONG. $S \geq 0.0020$)
 6"P.C.C. COMMERCIAL





NOTES:

1. A MAXIMUM OFFSET OF 3' SHALL BE ALLOWED ONLY IF POLE EXISTS AT OR NEAR APPROACH IN ALLEY OR CORNER.
2. STANDARD BASED ON 20' ALLEY, ANY OTHER WIDTH TO BE ADJUSTED IN ACCORDANCE WITH ENGINEER.
3. PRICE OF ALLEY APPROACH SHALL INCLUDE ALL OF ALLEY APPROACH, AS SHOWN ABOVE. GUTTER NOT INCLUDED. AREA IN SQUARE FEET SHALL BE CONSIDERED AS FOLLOWS: $2A \times B$.
4. MAXIMUM SLOPE FROM ALLEY TO SIDEWALK SHALL NOT EXCEED 8.33%.

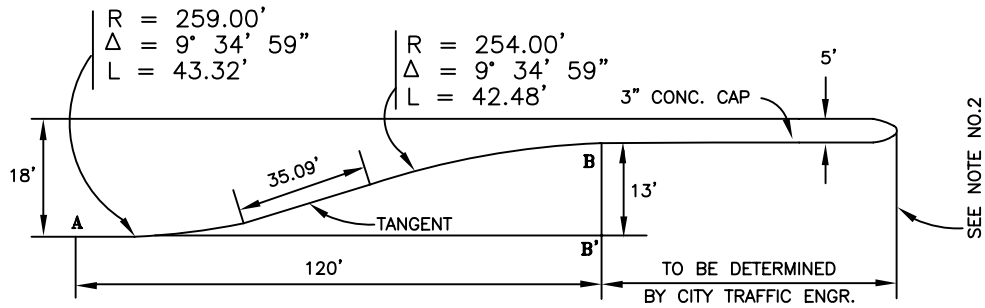


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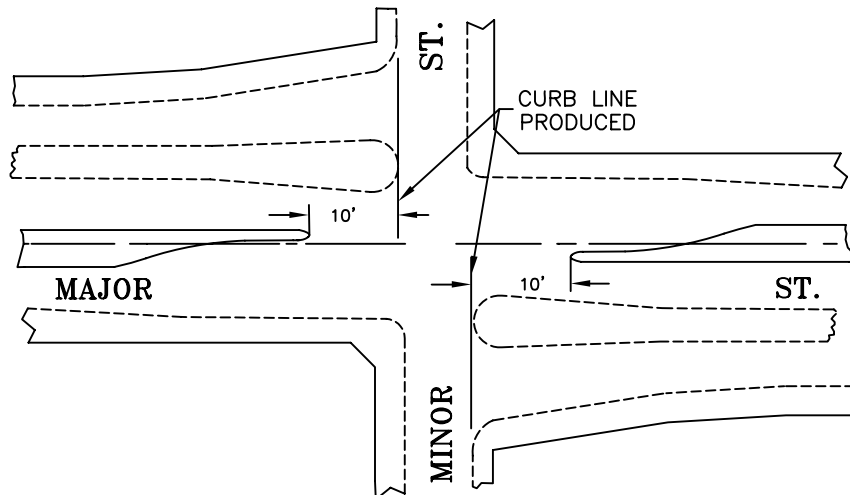
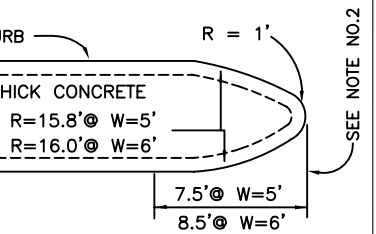
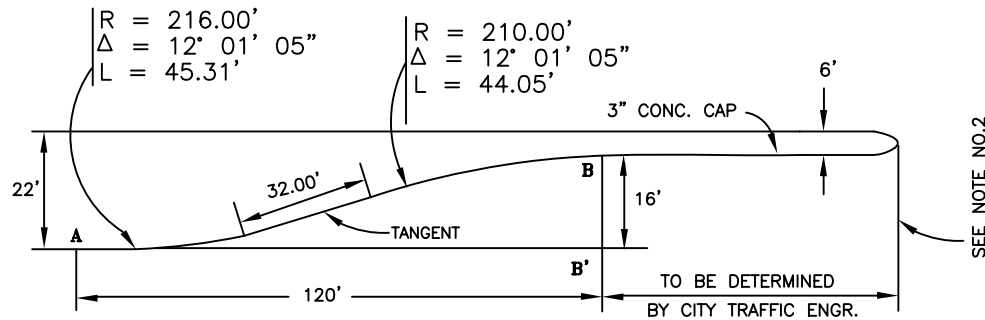
1. END CONCRETE CAP WHERE CURB FACES ARE GREATER THAN 6' APART.
2. NOSE SHALL BE A MINIMUM OF 10' FROM PRODUCTION OF CROSS STREET EXTREME CURB LINE.
3. CONCRETE GUTTER TO BE USED WHERE REQUIRED.
4. DEPENDS ON WIDTH OF CENTER ISLAND.

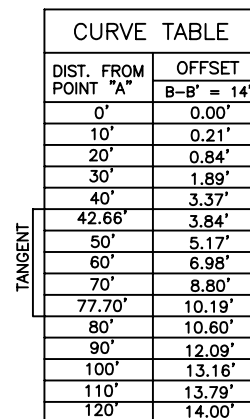
CURVE TABLE	
DIST. FROM POINT "A"	OFFSET B-B' = 11'
0'	0.00'
10'	0.17'
20'	0.67'
30'	1.50'
40'	2.68'
41.60'	2.90'
50'	4.08'
60'	5.48'
70'	6.88'
79.09'	8.15'
80'	8.28'
90'	9.47'
100'	10.32'
110'	10.83'
120'	11.00'

CURVE TABLE	
DIST. FROM POINT "A"	OFFSET B-B' = 13'
0'	0.00'
10'	0.19'
20'	0.77'
30'	1.74'
40'	3.08'
43.12'	3.61'
50'	4.77'
60'	6.46'
70'	8.16'
77.71'	9.46'
80'	9.96'
90'	11.23'
100'	12.21'
110'	12.80'
120'	13.00'

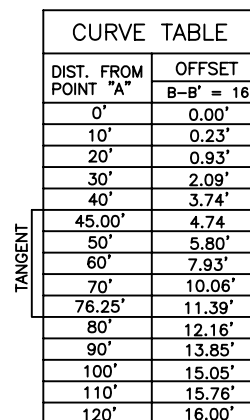
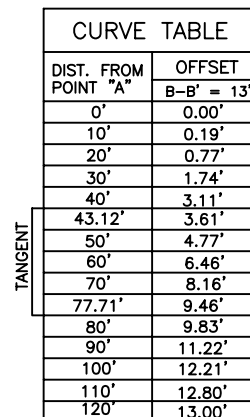


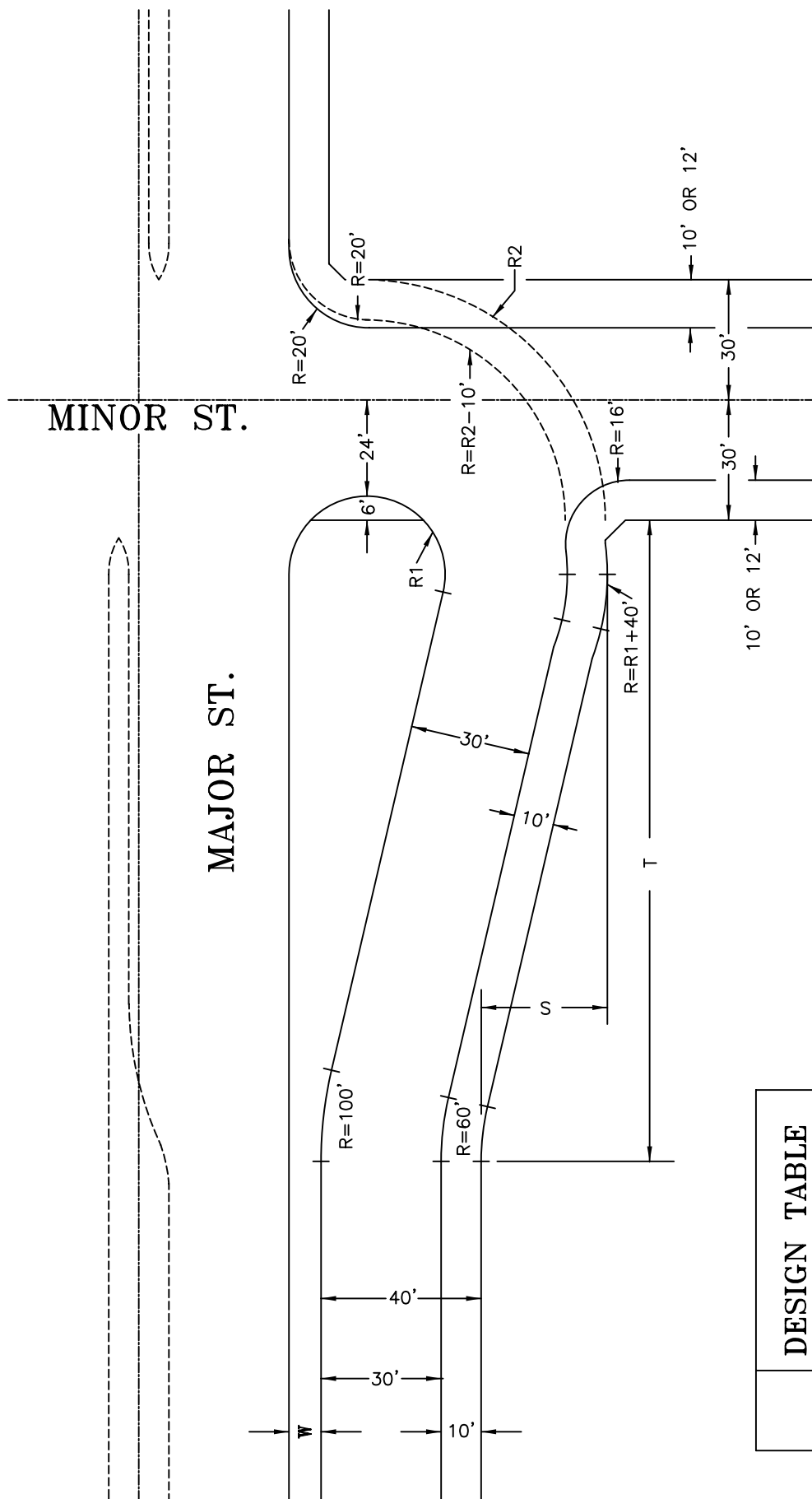
CURVE TABLE	
DIST. FROM POINT "A"	OFFSET B-B' = 16'
0'	0.00'
10'	0.23'
20'	0.93'
30'	2.09'
40'	3.74'
44.97'	4.73'
50'	5.80'
60'	7.93'
70'	10.06'
76.27'	11.40'
80'	12.16'
90'	13.85'
100'	15.05'
110'	15.76'
120'	16.00'





1. END CONCRETE CAP WHERE CURB FACES ARE GREATER THAN 6' APART.
2. NOSE SHALL BE A MINIMUM OF 10' FROM PRODUCTION OF CROSS STREET EXTREME CURB LINE.
3. CONCRETE GUTTER TO BE USED WHERE REQUIRED.
4. DEPENDS UPON WIDTH OF CENTER ISLAND.





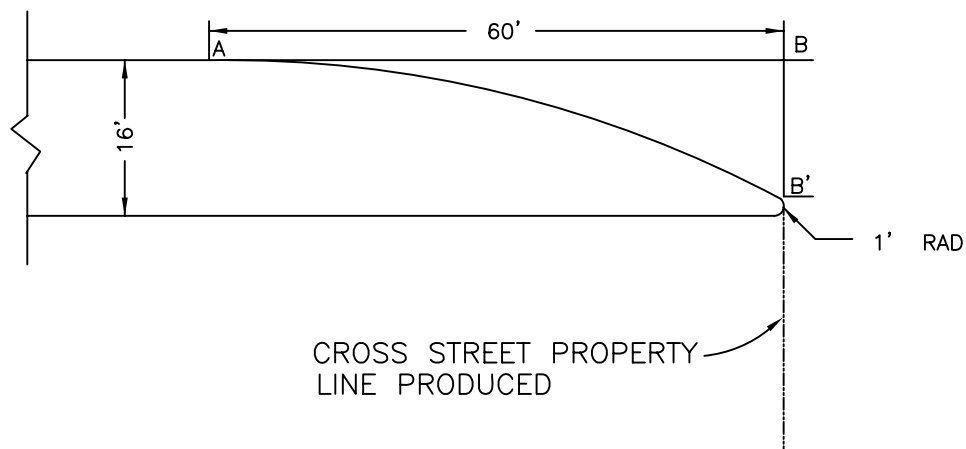
NOTE:

1. SIDEWALK PATTERN SHALL BE IN ACCORDANCE WITH SECTION 14 OF STANDARD SPECIFICATIONS.
2. "W"=8' ON 80' STREETS, 10' ON ALL OTHER MAJOR STREETS (84',100',106')

DESIGN TABLE	
R1	(W=8') 19.50' (W=10') 20.50'
R2	60.00'
T	160' MIN
S	31.00'

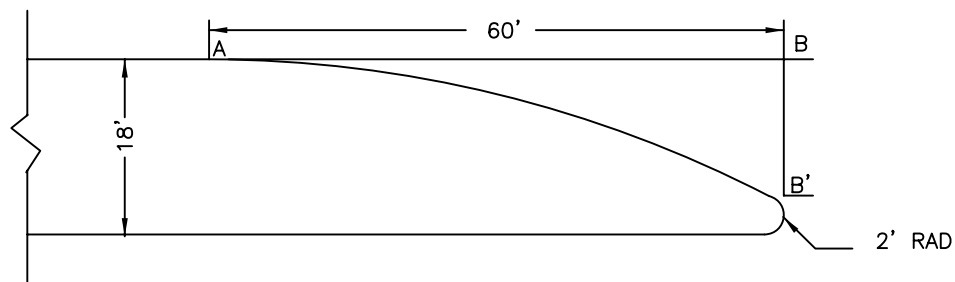
CURVE TABLE	
DIST. FROM POINT A	OFFSET B-B'
10'	.40'
20'	1.58'
30'	3.56'
40'	6.33'
50'	9.99'
55'	11.97'

MEET 1' RAD. AT 60' ±



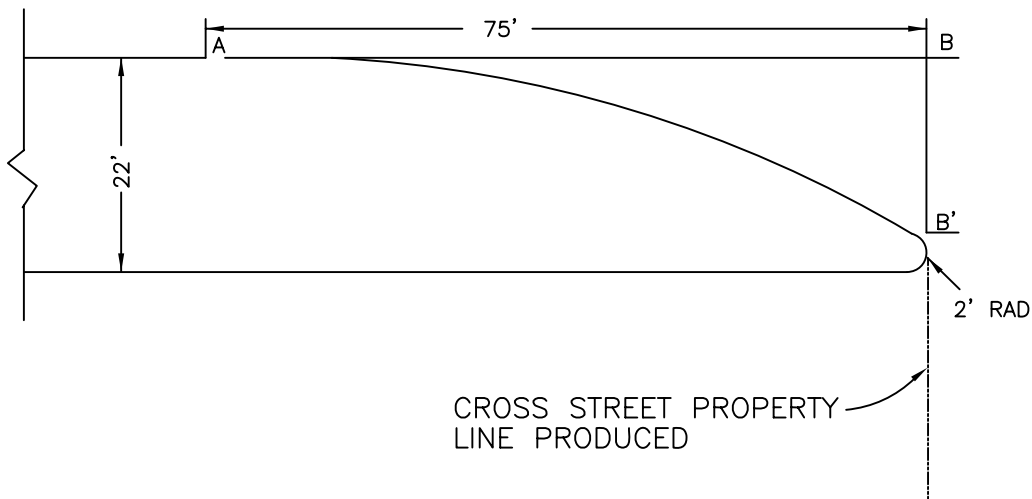
CURVE TABLE	
DIST. FROM POINT A	OFFSET B-B'
10'	.40'
20'	1.58'
30'	3.56'
40'	6.33'
50'	9.99'
55'	11.97'

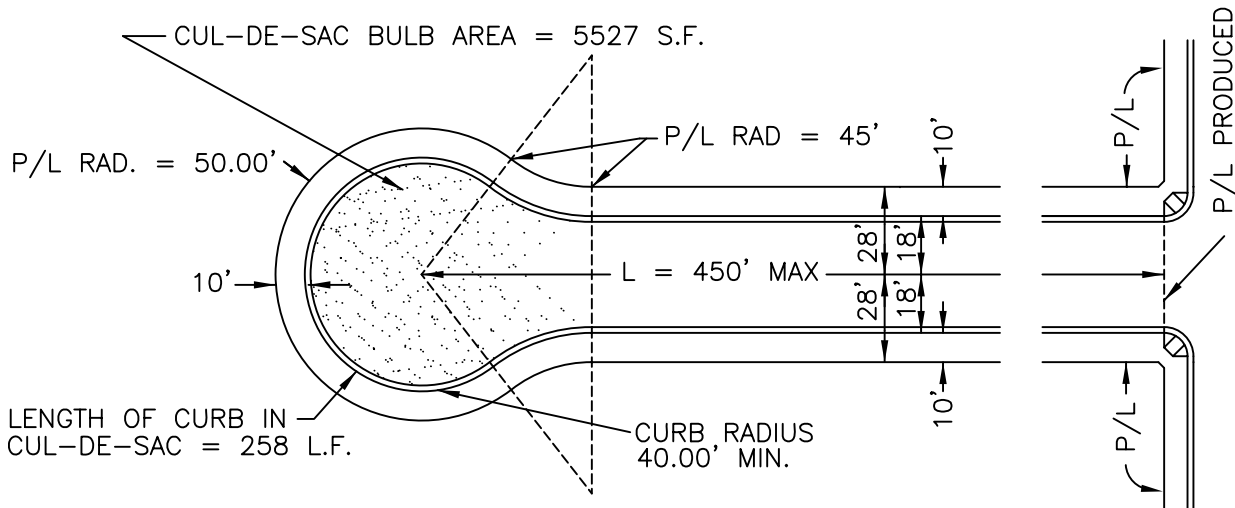
MEET 2' RAD. AT 60' ±



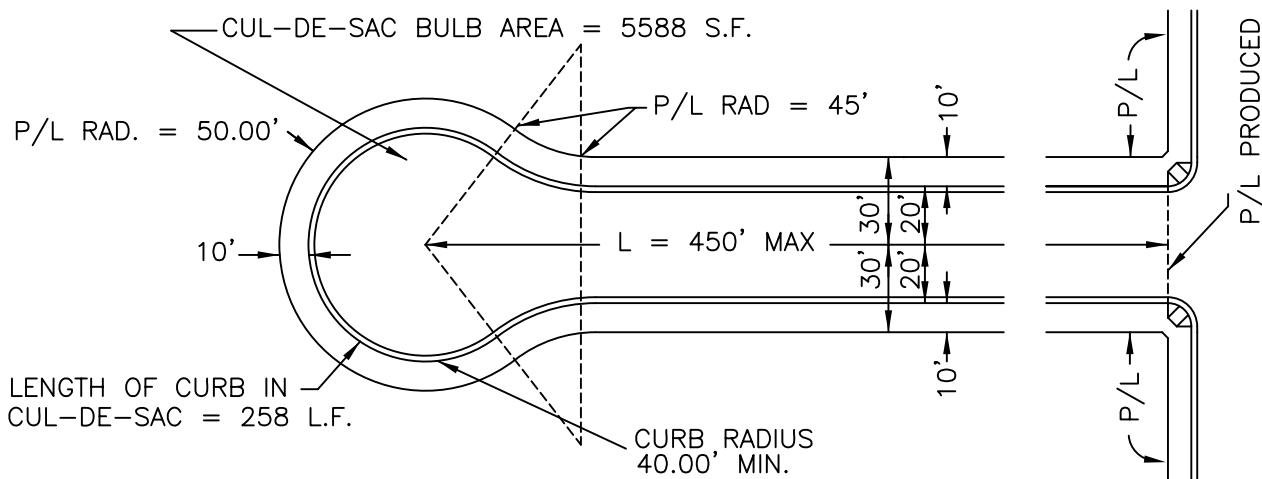
CURVE TABLE	
DIST. FROM POINT A	OFFSET B-B'
10'	.32'
20'	1.30'
30'	2.92'
40'	5.19'
50'	8.11'
60'	11.68'
70'	15.90'

MEET 2' RAD. AT 75' ±

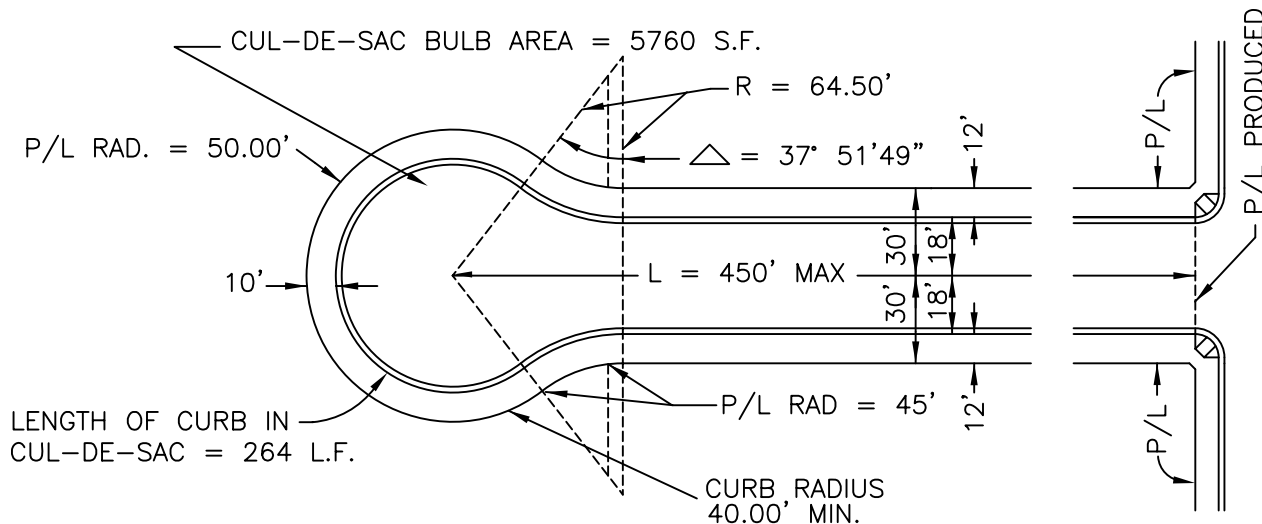




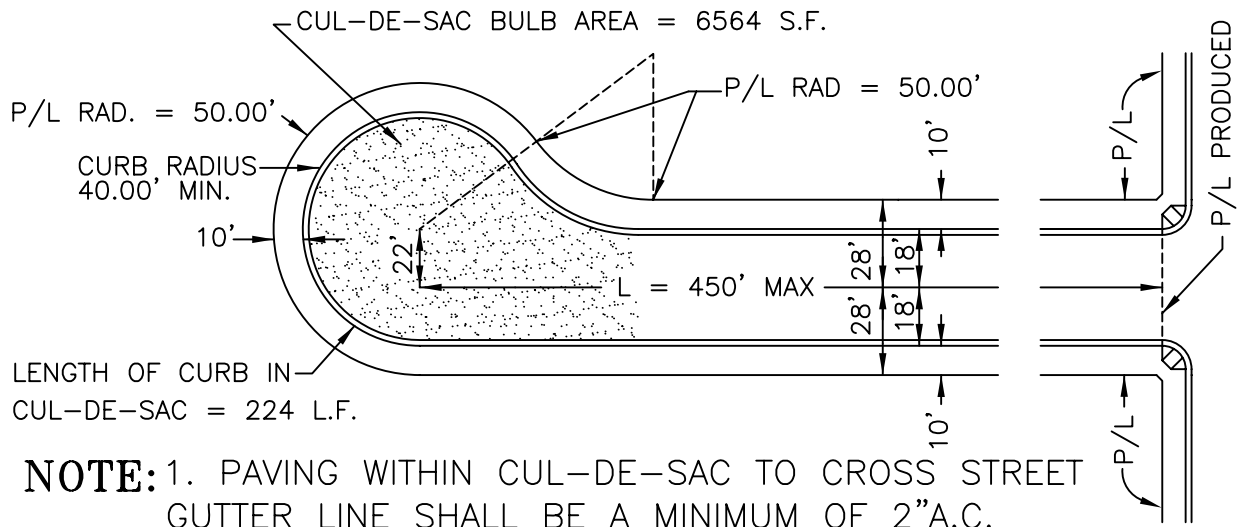
NOTE: 1. PAVING WITHIN CUL-DE-SAC TO CROSS STREET GUTTER LINE SHALL BE A MINIMUM OF 2"A.C. OVER 4"A.B. OR 4"A.C. OVER 6"C.N.S.



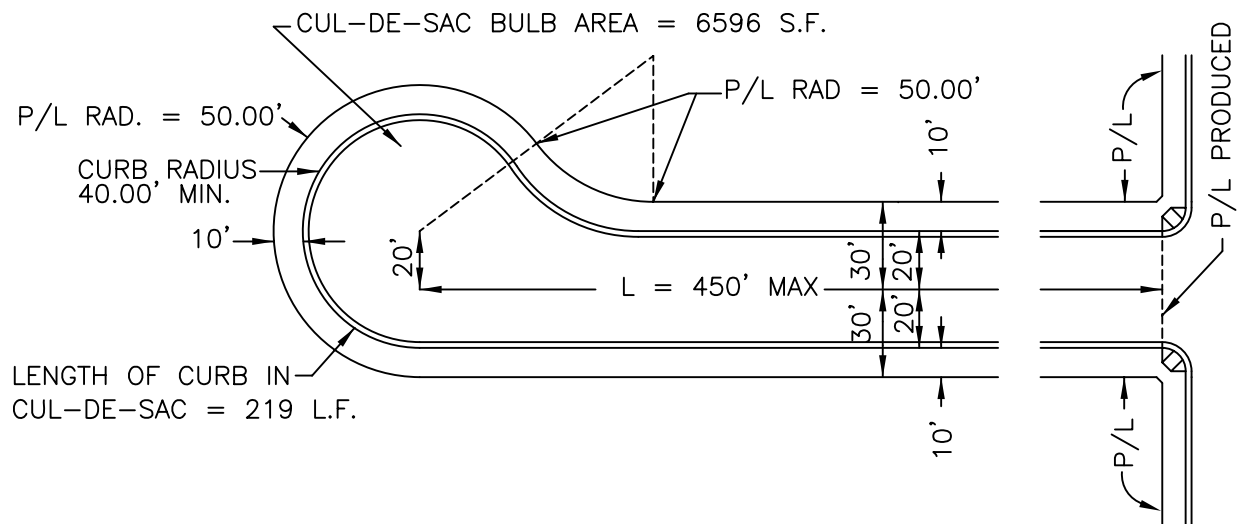
STREET



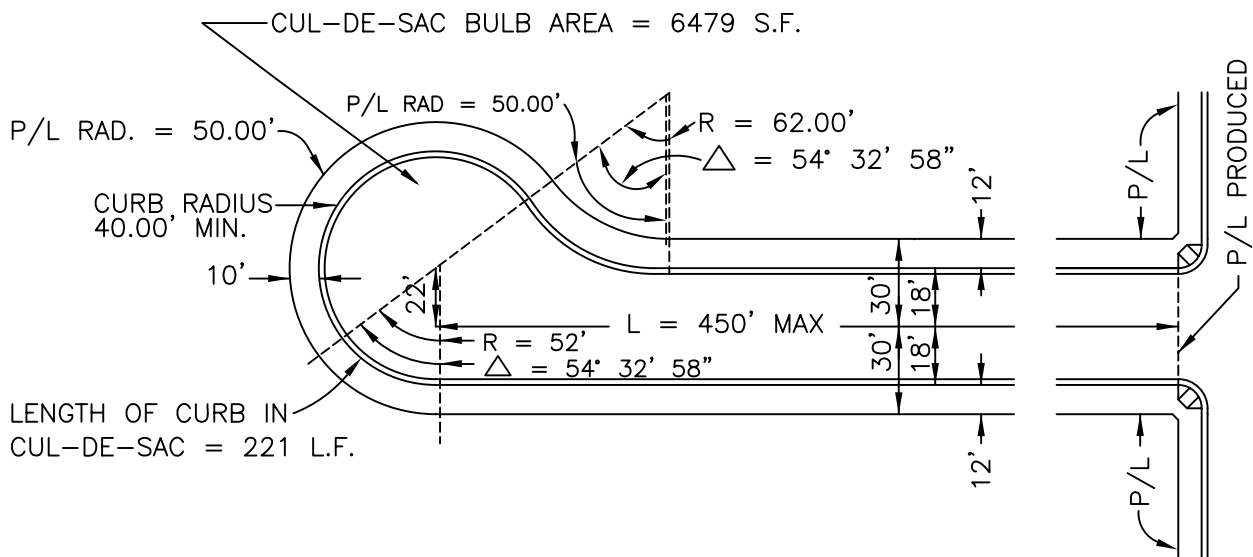
CROSS



NOTE: 1. PAVING WITHIN CUL-DE-SAC TO CROSS STREET GUTTER LINE SHALL BE A MINIMUM OF 2" A.C. OVER 4" A.B. OR 4" A.C. OVER 6" C.N.S.

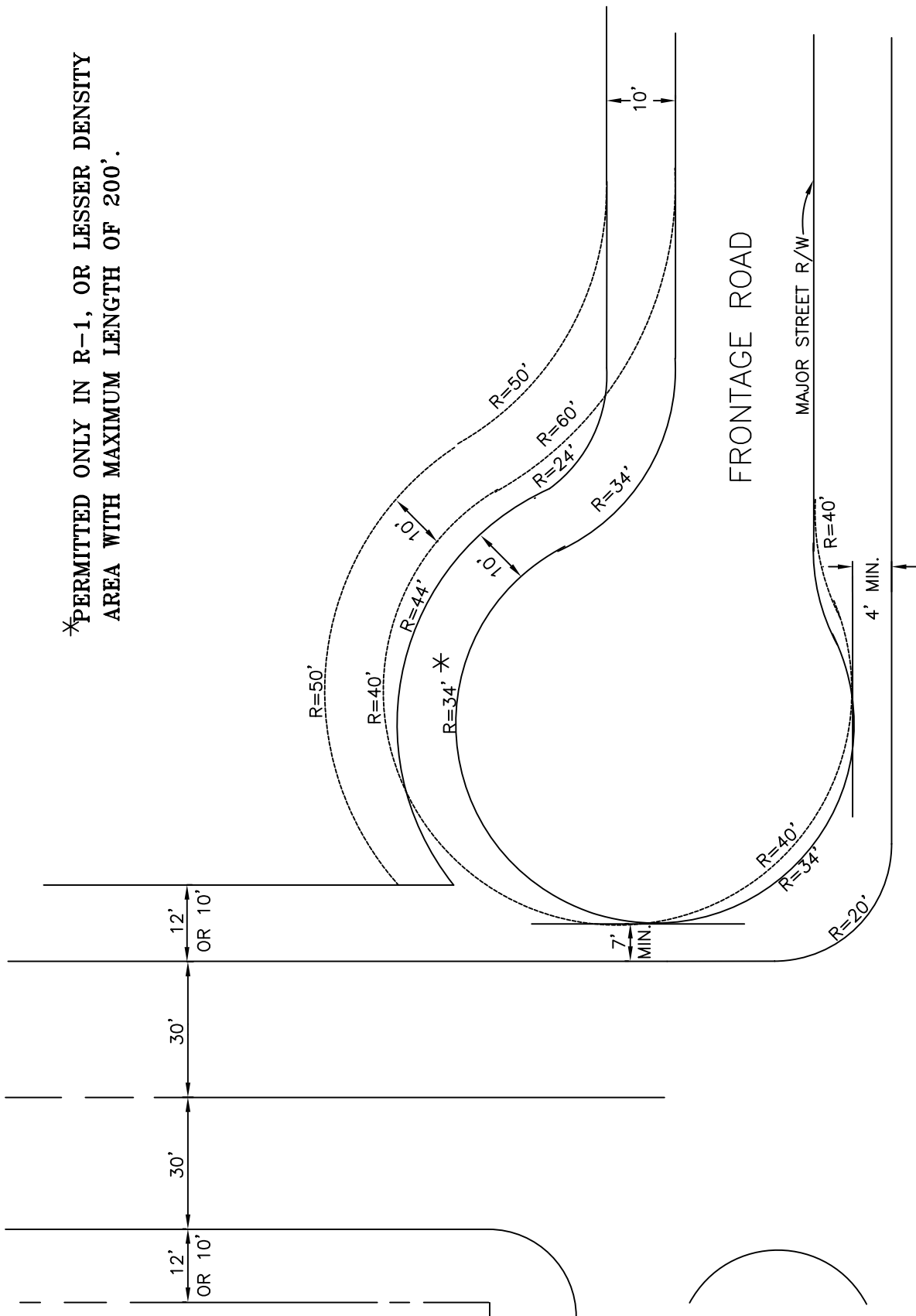


STREET



CROSS

*PERMITTED ONLY IN R-1, OR LESSER DENSITY
AREA WITH MAXIMUM LENGTH OF 200'.



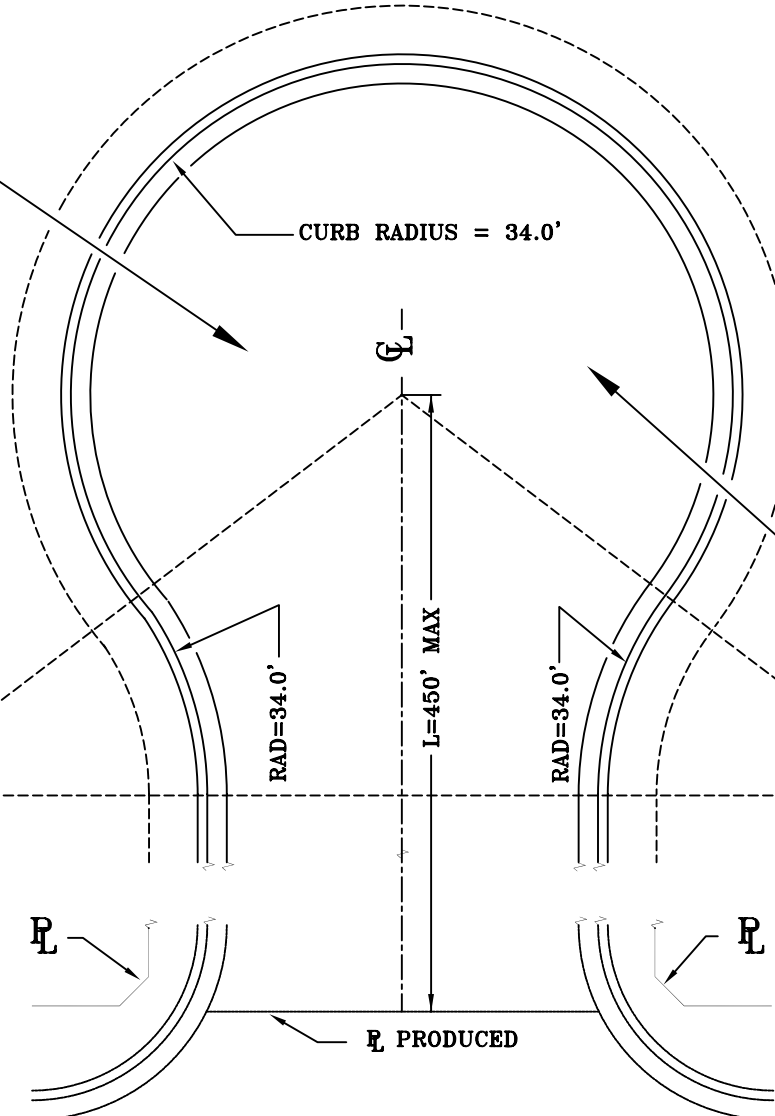
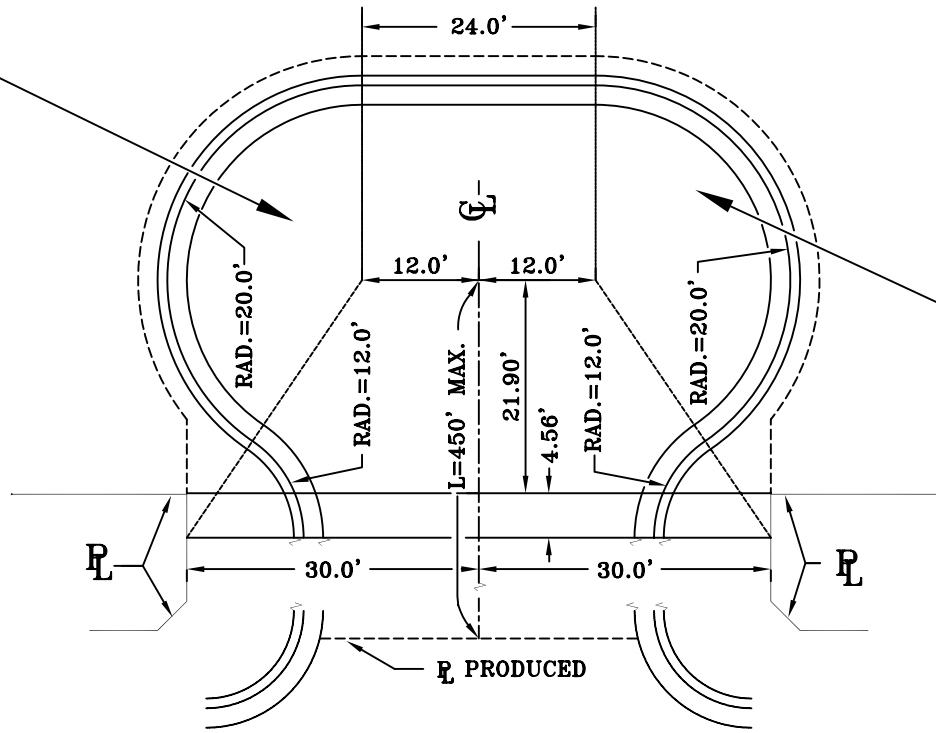
STANDARD FRONTAGE ROAD CUL-DE-SAC

REF. & REV.
AUG., 2002

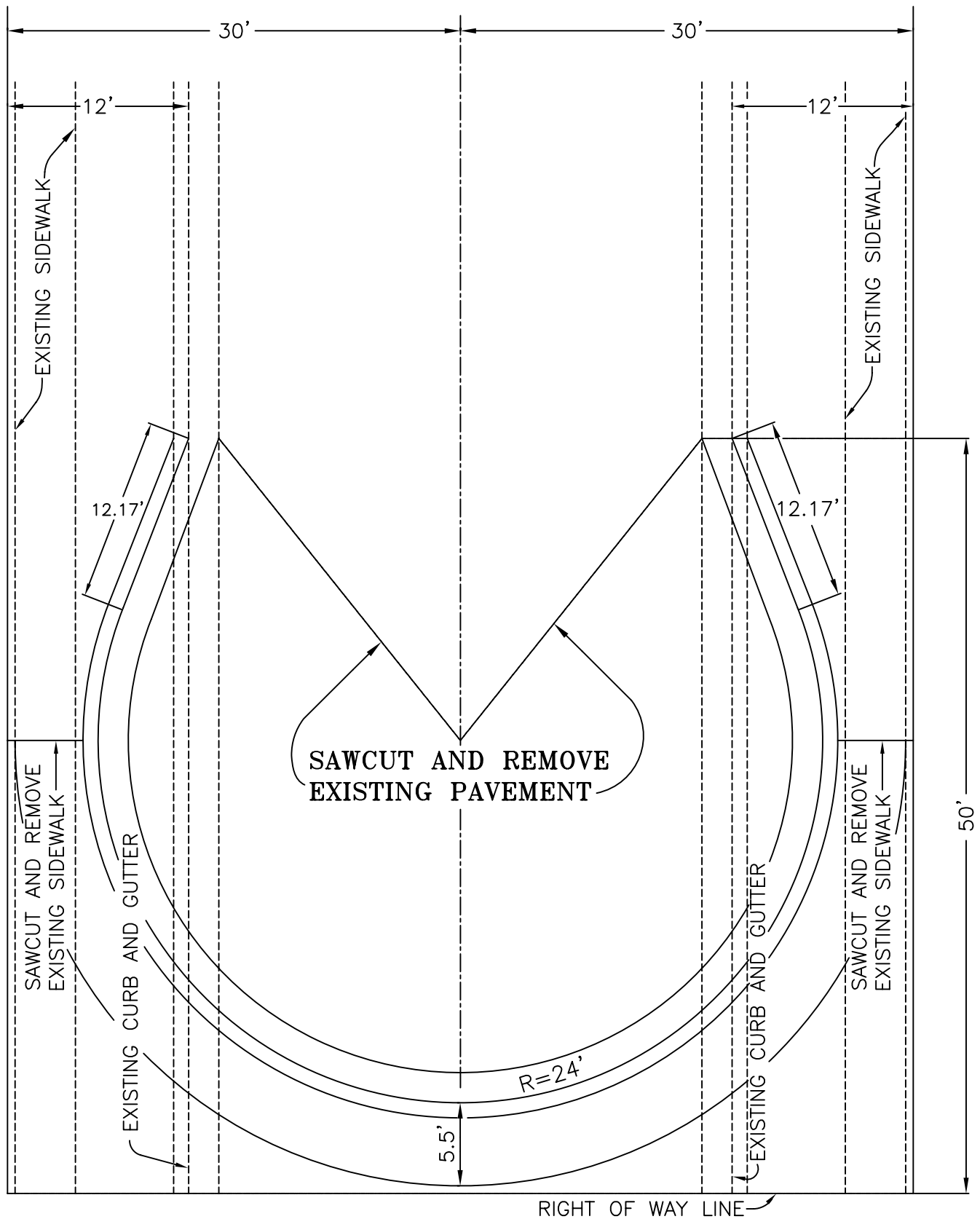
CITY OF FRESNO
P-20

RIGHT-OF-WAY LINE AND SIDEWALK PATTERN TO BE DETERMINED BY THE PUBLIC WORKS DIRECTOR. (RIGHT-OF-WAY & SIDEWALK PATTERN IN NON-LINEAR PORTION MAY BE REDUCED WHERE VEHICULAR ACCESS IS RESTRICTED.)

THIS CONFIGURATION IS NOT TO BE USED WITHOUT APPROVAL BY THE PUBLIC WORKS DIRECTOR.

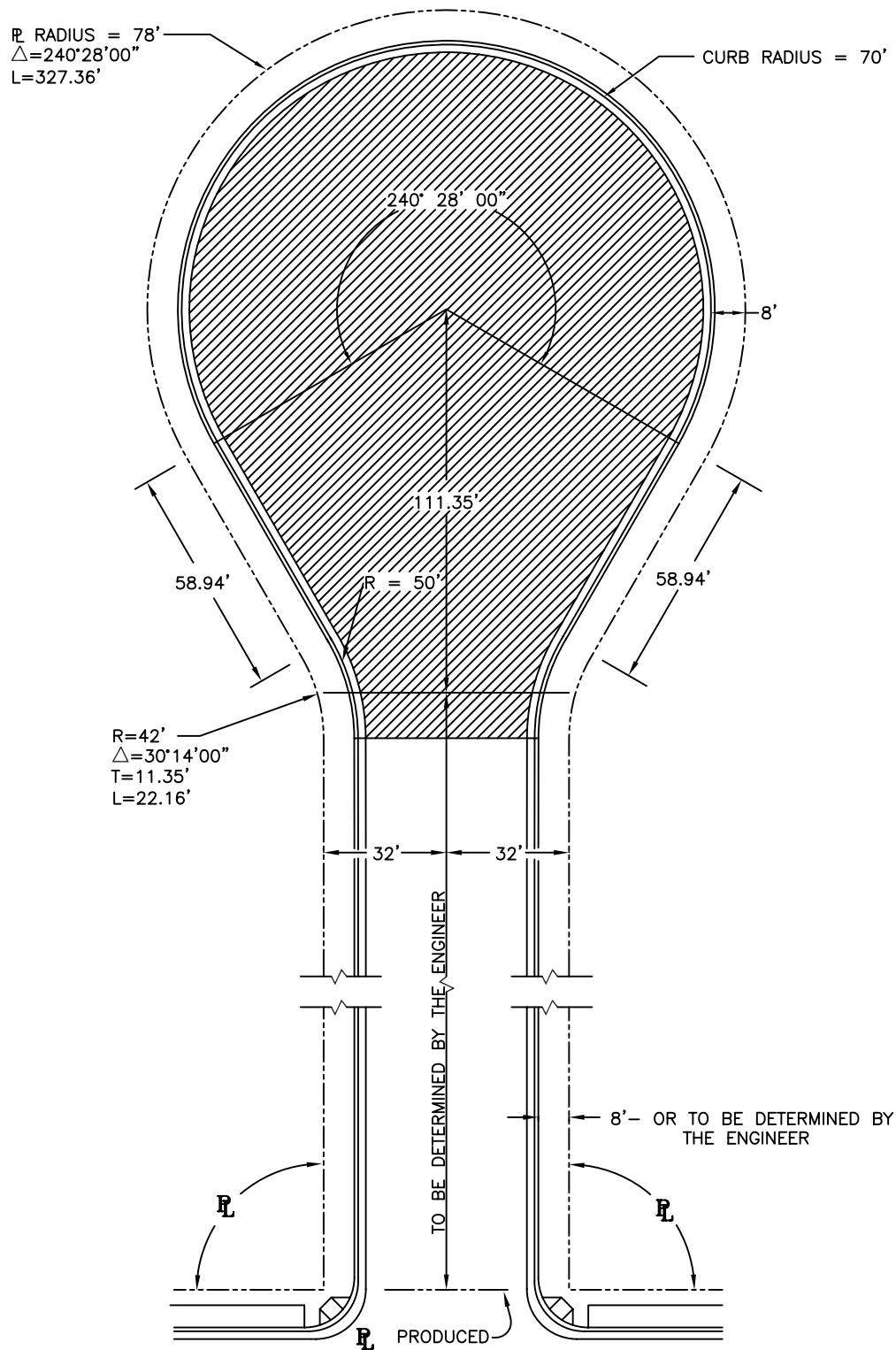


PAVING WITHIN THE CUL-DE-SAC AND ITS CONNECTION TO EXISTING STREET SHALL BE 2" A.C. OVER 4" A.B. IN RESIDENTIAL AREA.



NOTES:

1. DRIVE APPROACHES TO BE OPPOSITE FOR FIRE DEPARTMENT TURN AROUND.
2. TRANSITION THROUGH DRIVEWAY APPROACHES.



CROSS STREET

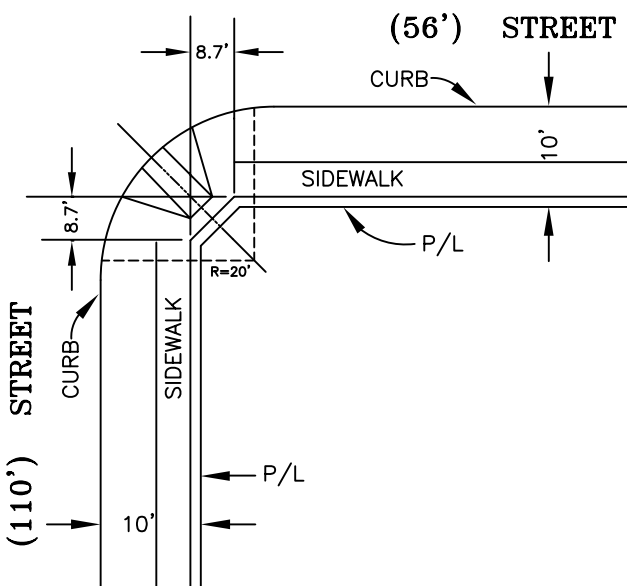
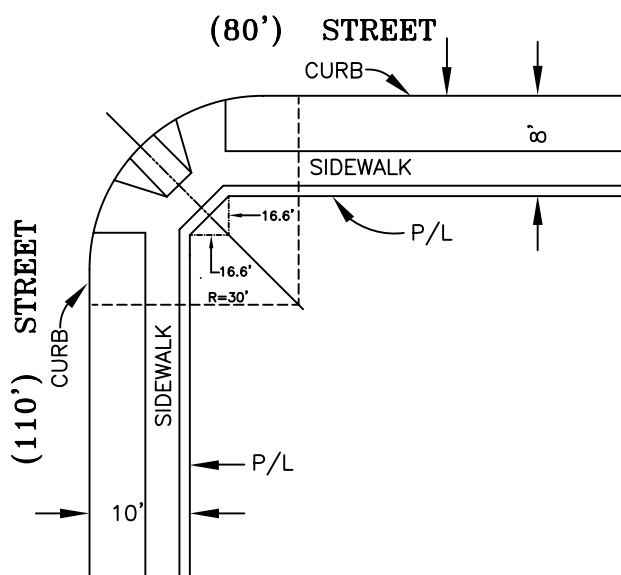
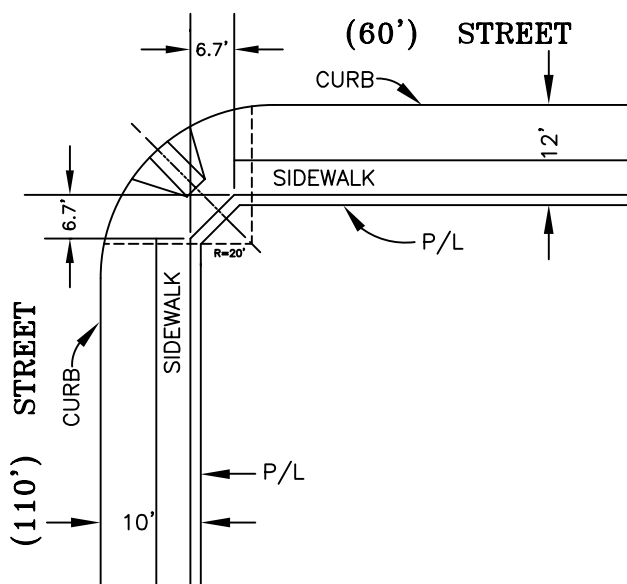
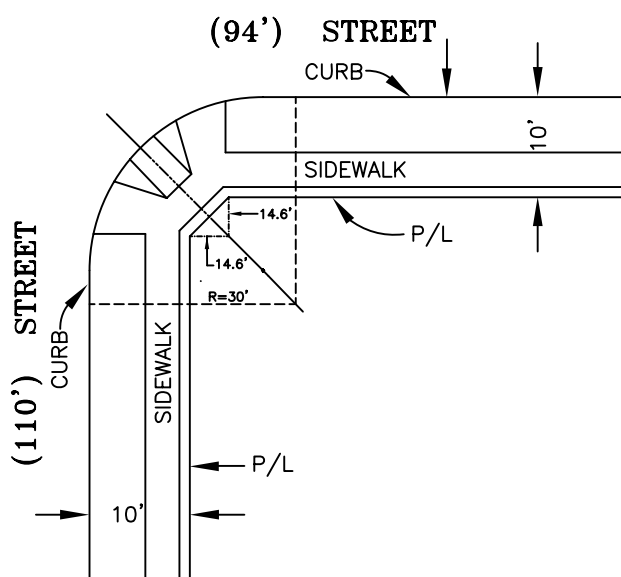
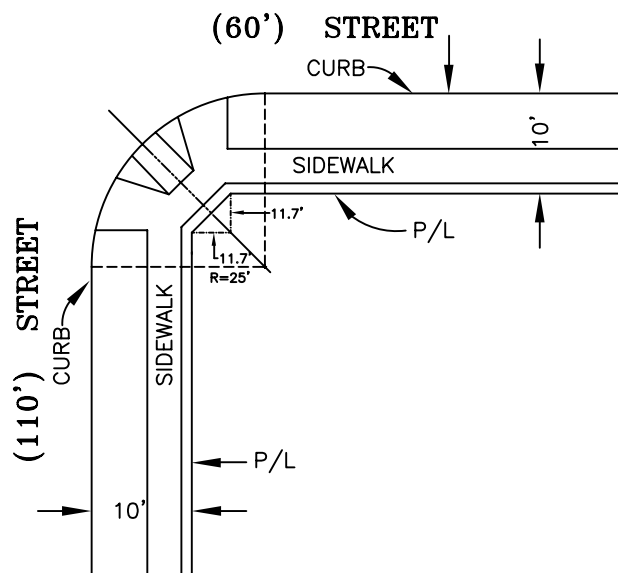
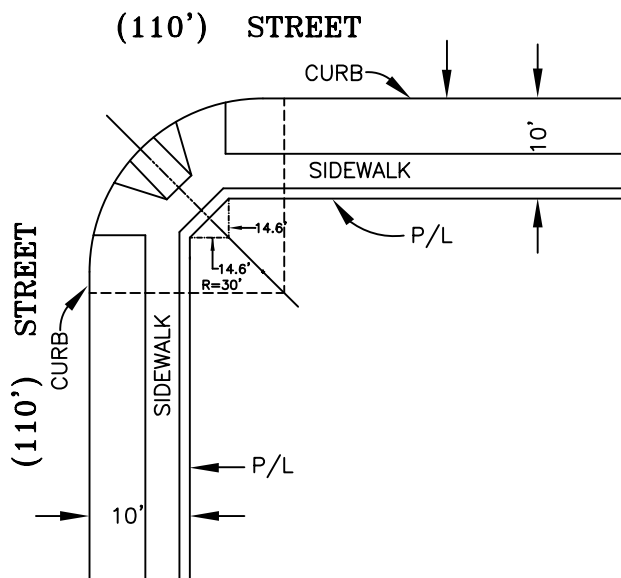
PAVED AREA = 12,578 SQ. FT.
 CURB & GUTTER = 379 L.F.

FOR STRUCTURAL SECTION SEE
 CITY STD. DWG. P-51.

SPECIAL CUL-DE-SAC
 FOR LOCAL INDUSTRIAL STREET

REF. & REV.
 NOV., 2009

CITY OF FRESNO
 P-23

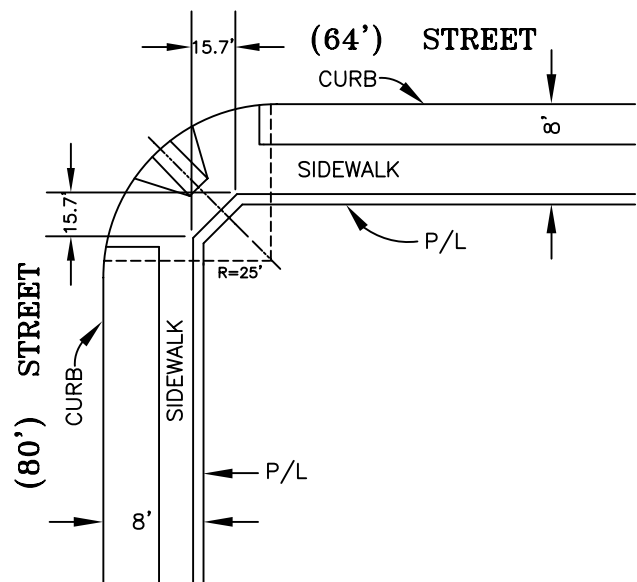
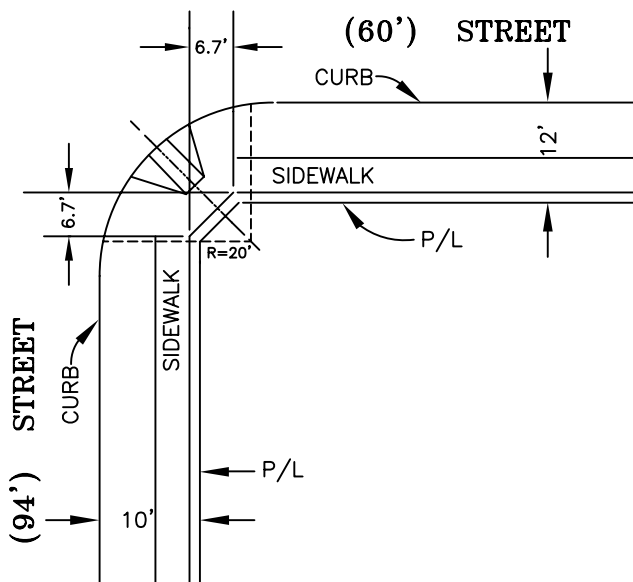
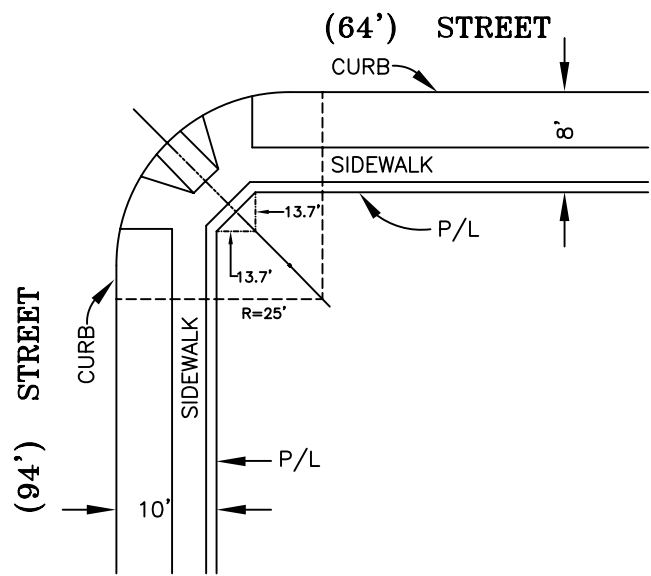
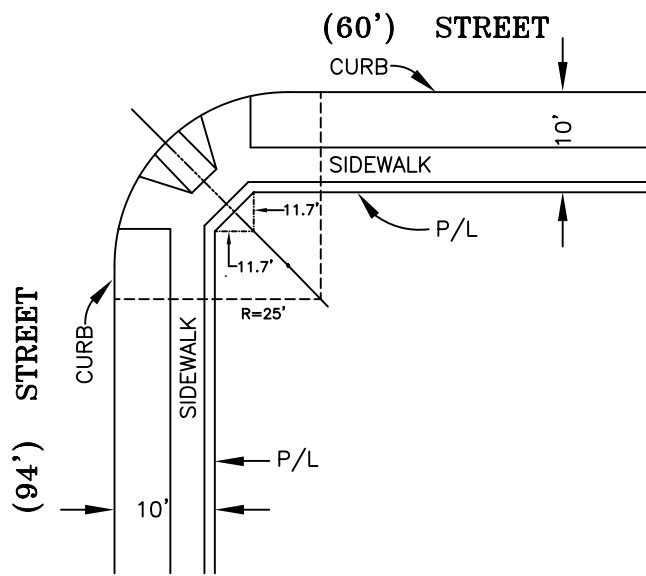
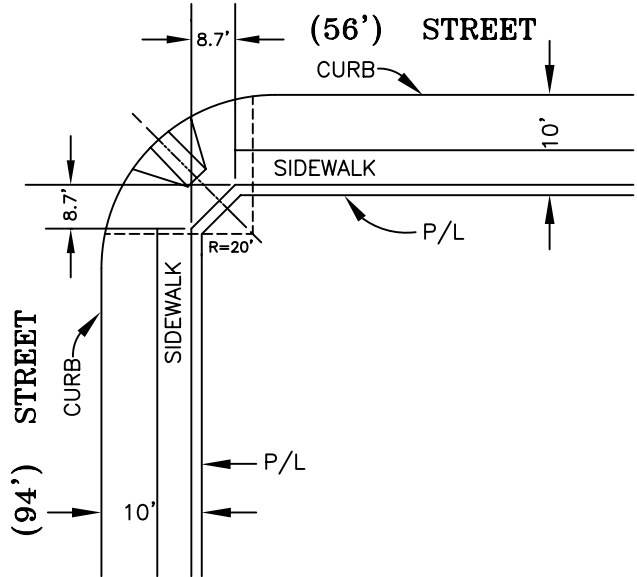
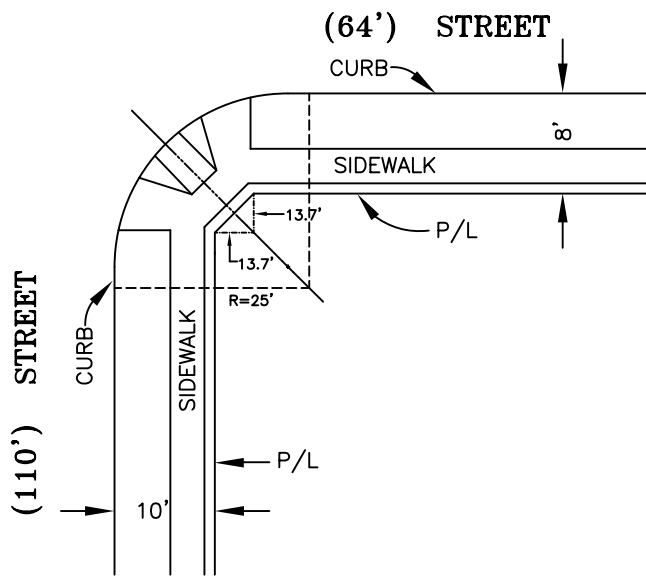


STREET INTERSECTIONS TYPICAL CURB RETURNS, LANDINGS, & R/W

REF. & REV.
AUG., 2002

CITY OF FRESNO

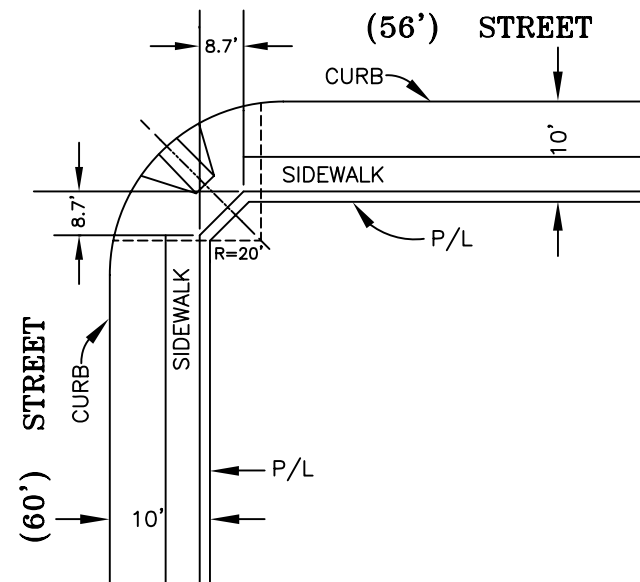
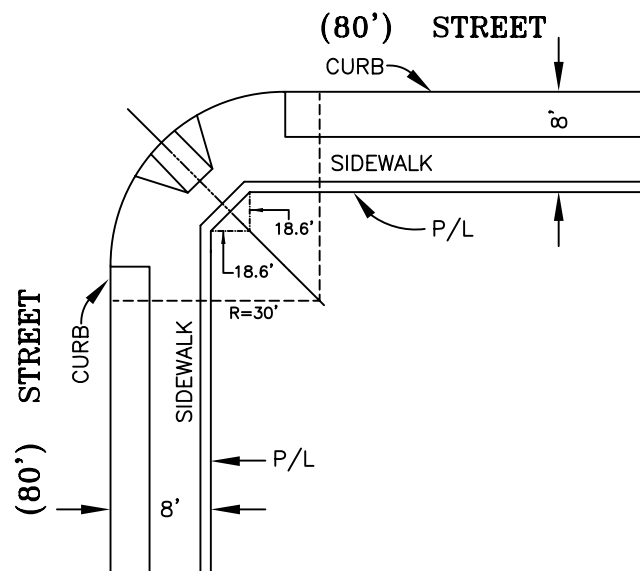
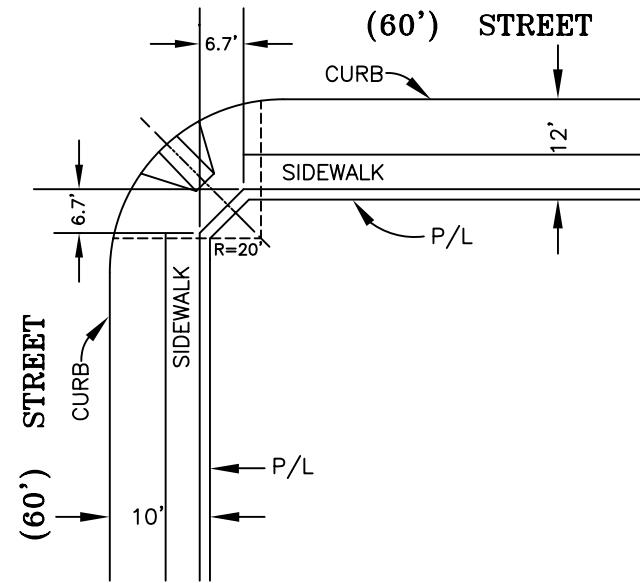
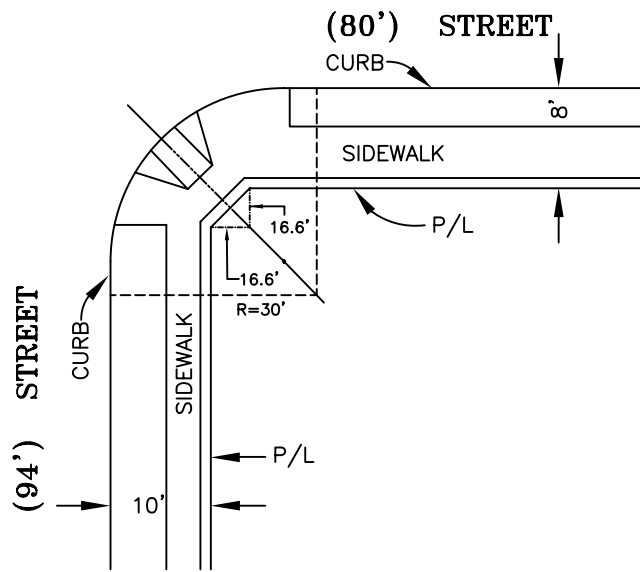
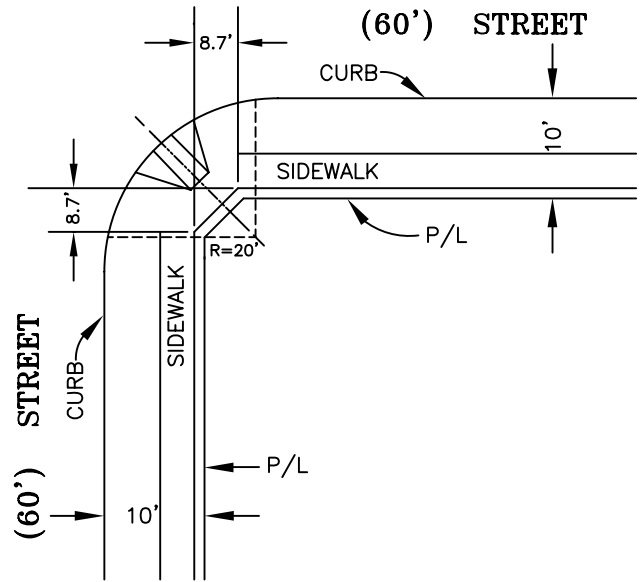
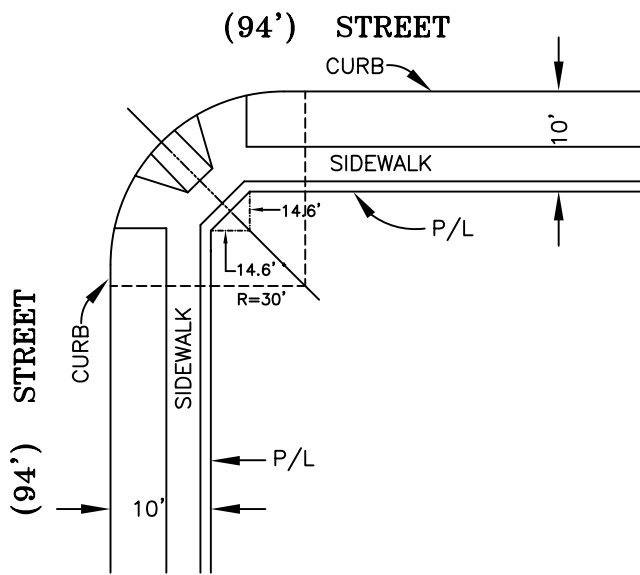
P-24



STREET INTERSECTIONS TYPICAL CURB RETURNS, LANDINGS, & R/W

REF. & REV.
AUG., 2002

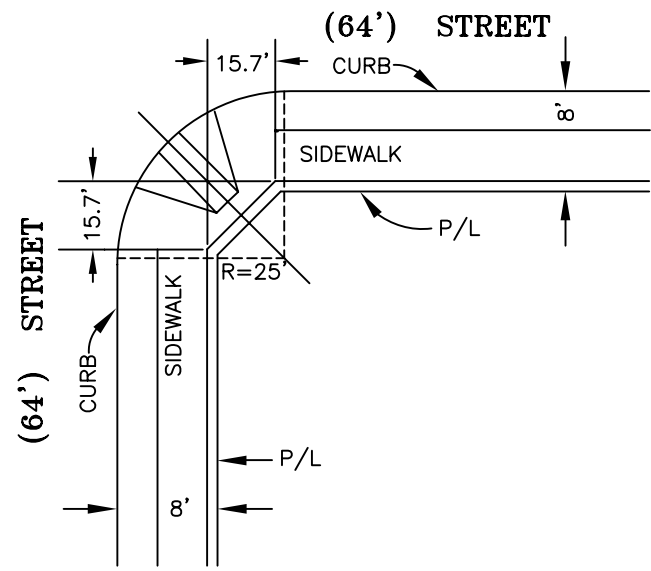
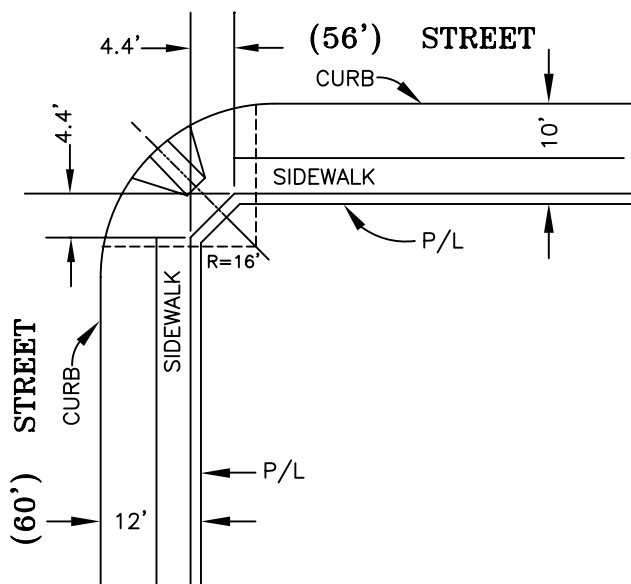
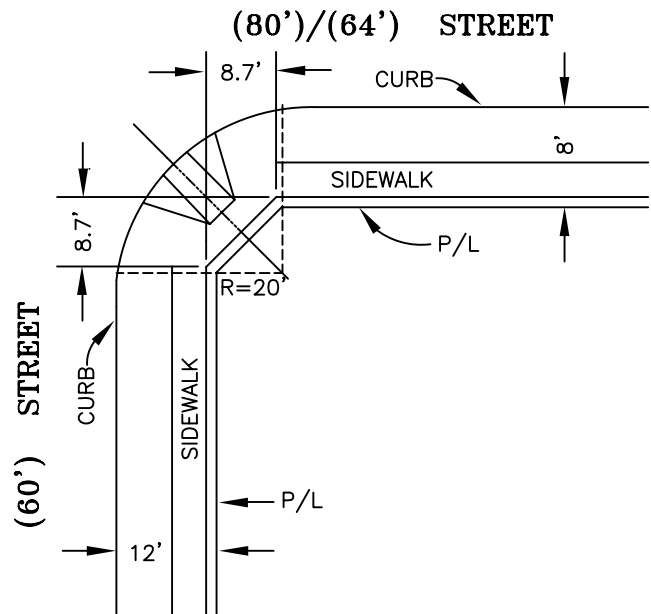
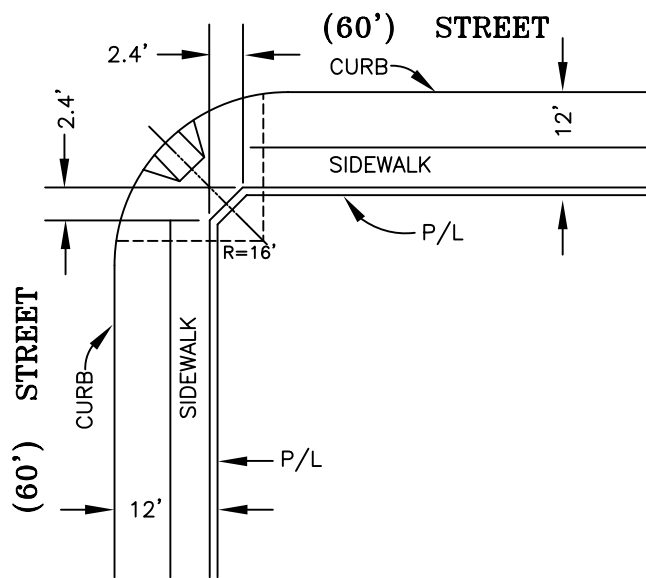
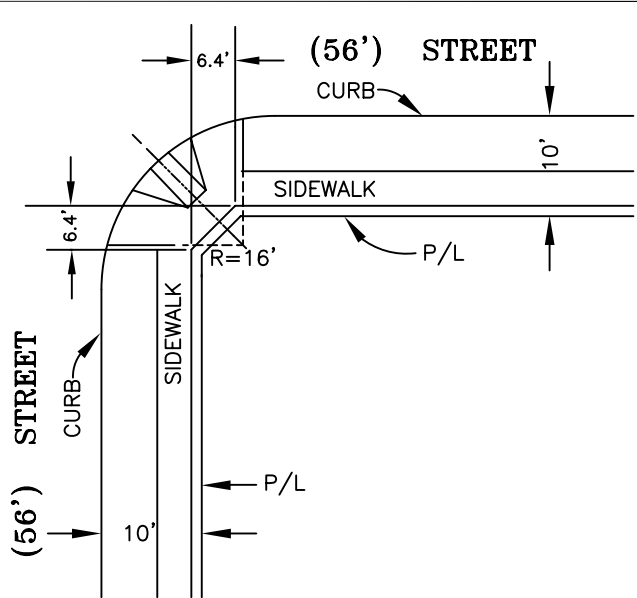
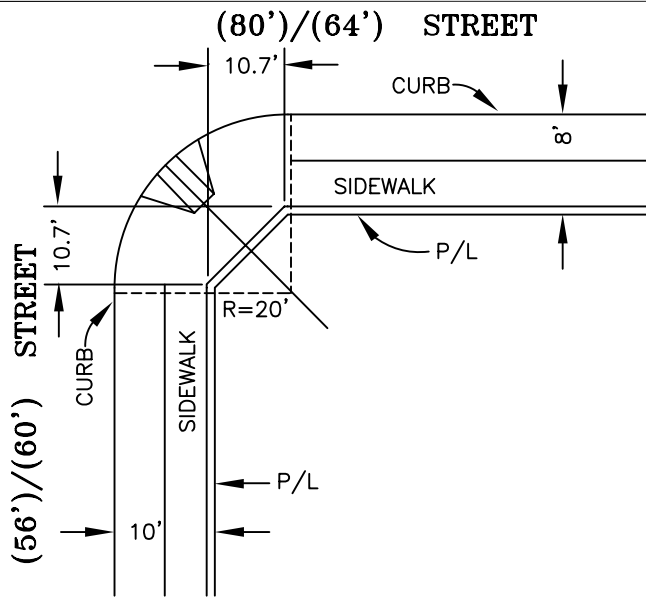
CITY OF FRESNO
P-25



STREET INTERSECTIONS TYPICAL CURB RETURNS, LANDINGS, & R/W

REF. & REV.
AUG., 2002

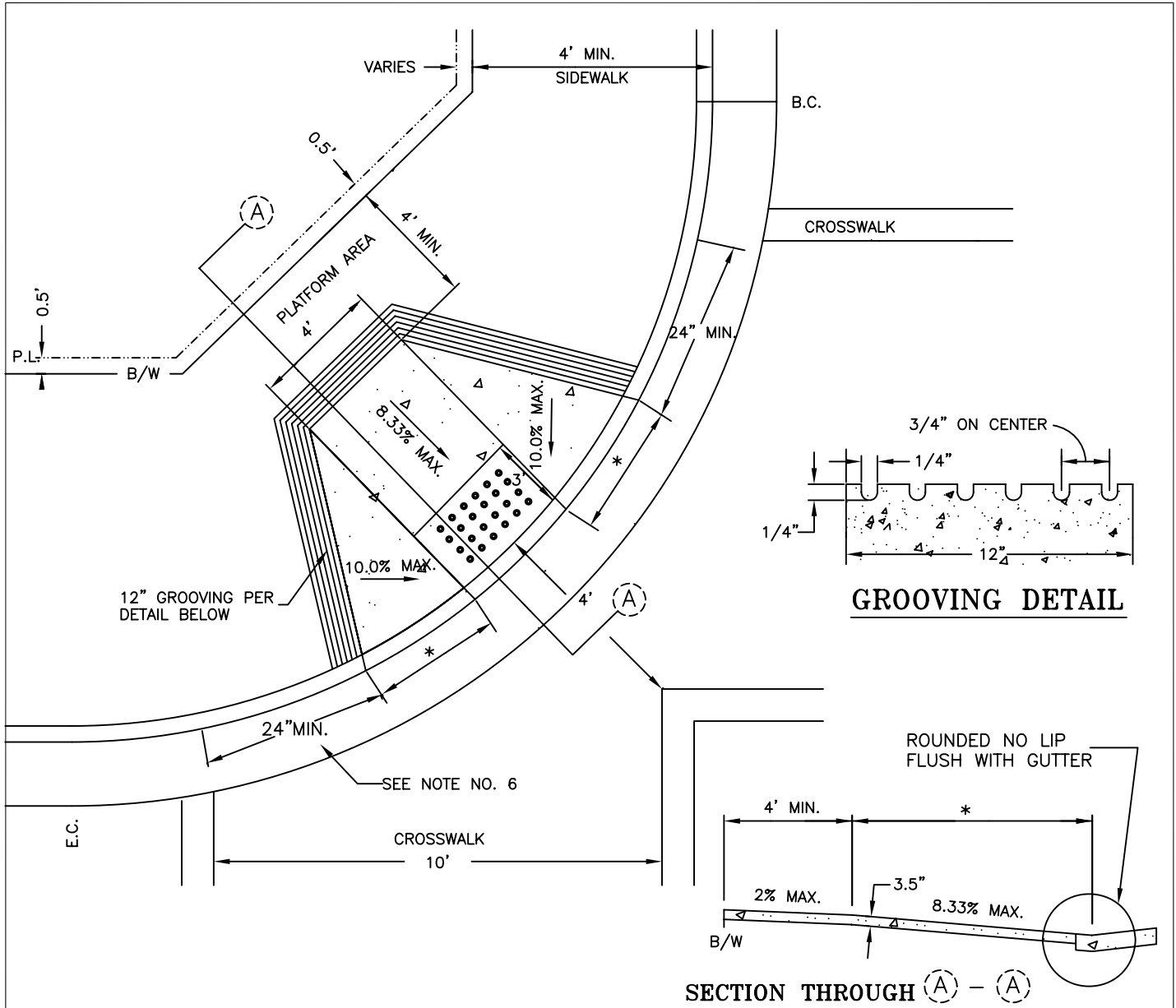
CITY OF FRESNO
P-26



STREET INTERSECTIONS TYPICAL CURB RETURNS, LANDINGS, & R/W

REF. & REV.
AUG., 2002

CITY OF FRESNO
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NOTES:

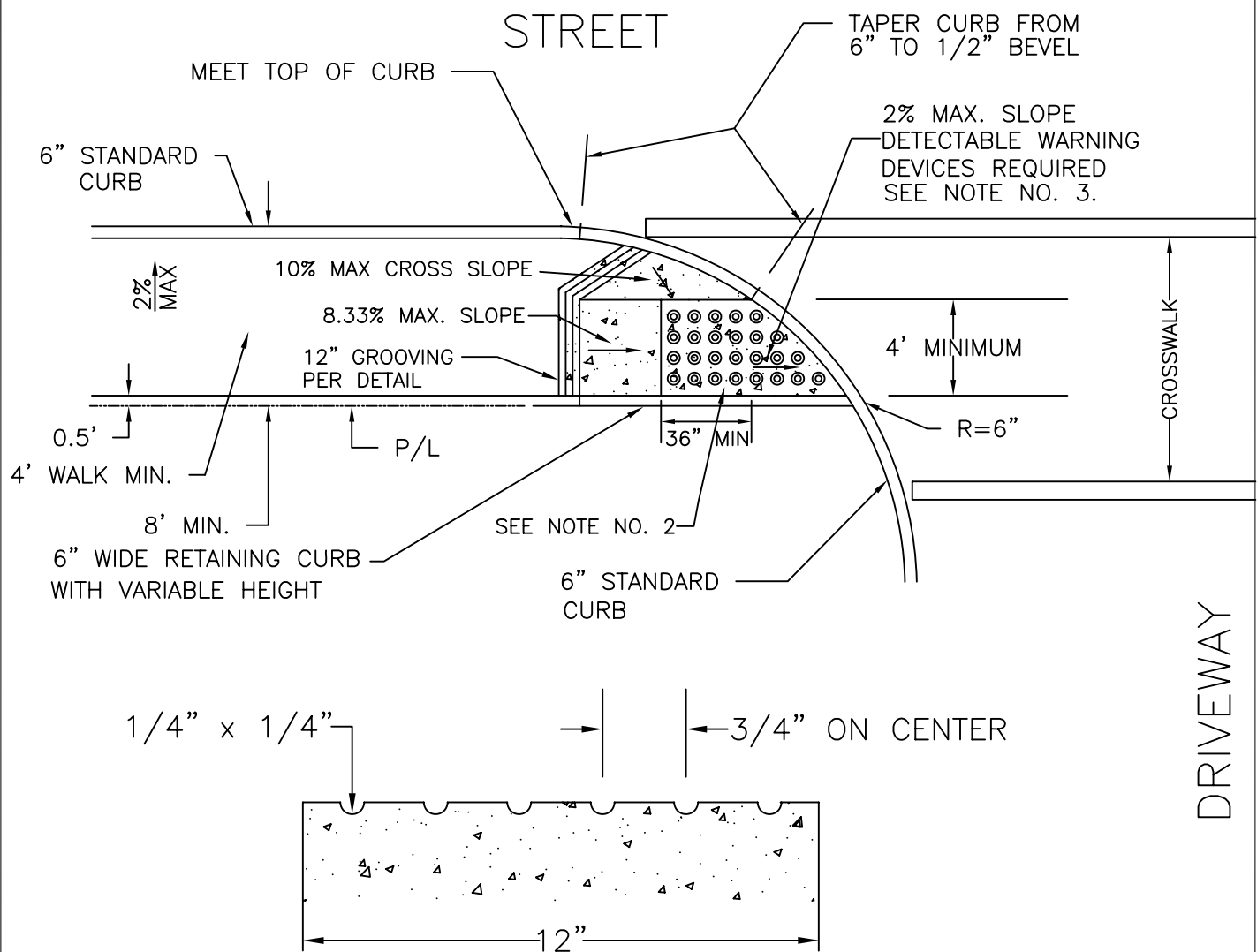
* TO BE DETERMINED BY FLARE SLOPE, CURBFACE HEIGHT AND SLOPE AROUND RETURN

1. TRANSITIONS FROM RAMPS AND LANDING TO WALK, GUTTERS OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
2. SURFACE OF CURB RAMP AND FLARED SIDES SHALL HAVE BROOM FINISH TRANSVERSE TO PATH OF TRAVEL AND SHALL BE OF CONTRASTING FINISH TO THAT OF ADJACENT SIDEWALK.
3. RAMP SLOPE SHALL NEVER EXCEED 8.33%.
4. WHEN THE RAMP HAS A SLOPE LESS THAN 1:15 (6.7% SLOPE), DETECTABLE WARNING DEVICES SHALL BE REQUIRED ON THE FULL WIDTH AND DEPTH OF RAMP WITHIN THE GROOVED BORDERS, EXCLUDING THE FLARED SIDES, PER CHAPTER 11B OF THE CALIFORNIA BUILDING CODE. SEE P.W. STD. P-86.
5. THE SLOPE OF ADJOINING GUTTERS, ROAD SURFACE OR ACCESSIBLE ROUTE WITHIN 4' OF THE BOTTOM OF THE RAMP SHALL NOT EXCEED 5% SLOPE.
6. THERE SHALL BE A SEGMENT OF STRAIGHT CURB, AT LEAST 24" LONG ON EACH SIDE OF THE CURB RAMP. THESE CURBS SHALL ALSO BE WITHIN THE MARKED CROSSWALK.
7. PROVIDE GROOVED BORDER 12" WIDE AT THE LEVEL SURFACE OF THE SIDEWALK ALONG THE TOP AND EACH SIDE APPROX. 3/4" ON CENTER, 1/4" DEEP; 1/4" WIDE.
8. PROVIDE LEVEL LANDING OF AT LEAST 48" ON UPPER END AND OVER FULL WIDTH OF RAMP.
9. THE 4' CLEAR SPACE AT BOTTOM OF RAMP SHALL BE WITHIN THE MARKED CROSSINGS.
10. RAMP SHALL BE MINIMUM OF 4' WIDE AND SHALL LIE GENERALLY IN A SINGLE SLOPED PLANE WITH A MINIMUM OF SURFACE WARPING AND CROSS SLOPE.
11. THE FLARED SIDE SHALL NOT EXCEED 10% SLOPE.
12. CURB RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT THEIR OBSTRUCTION BY PARKED CARS.
13. THE DETECTABLE WARNING SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE MATERIAL USED SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.

DIAGONAL CURB RAMP
(USE ONLY WHEN NECESSARY)

REF. & REV.
NOV., 2007

CITY OF FRESNO
P-28



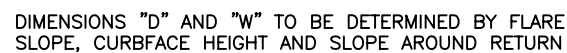
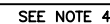
GROOVING DETAIL

NOTES:

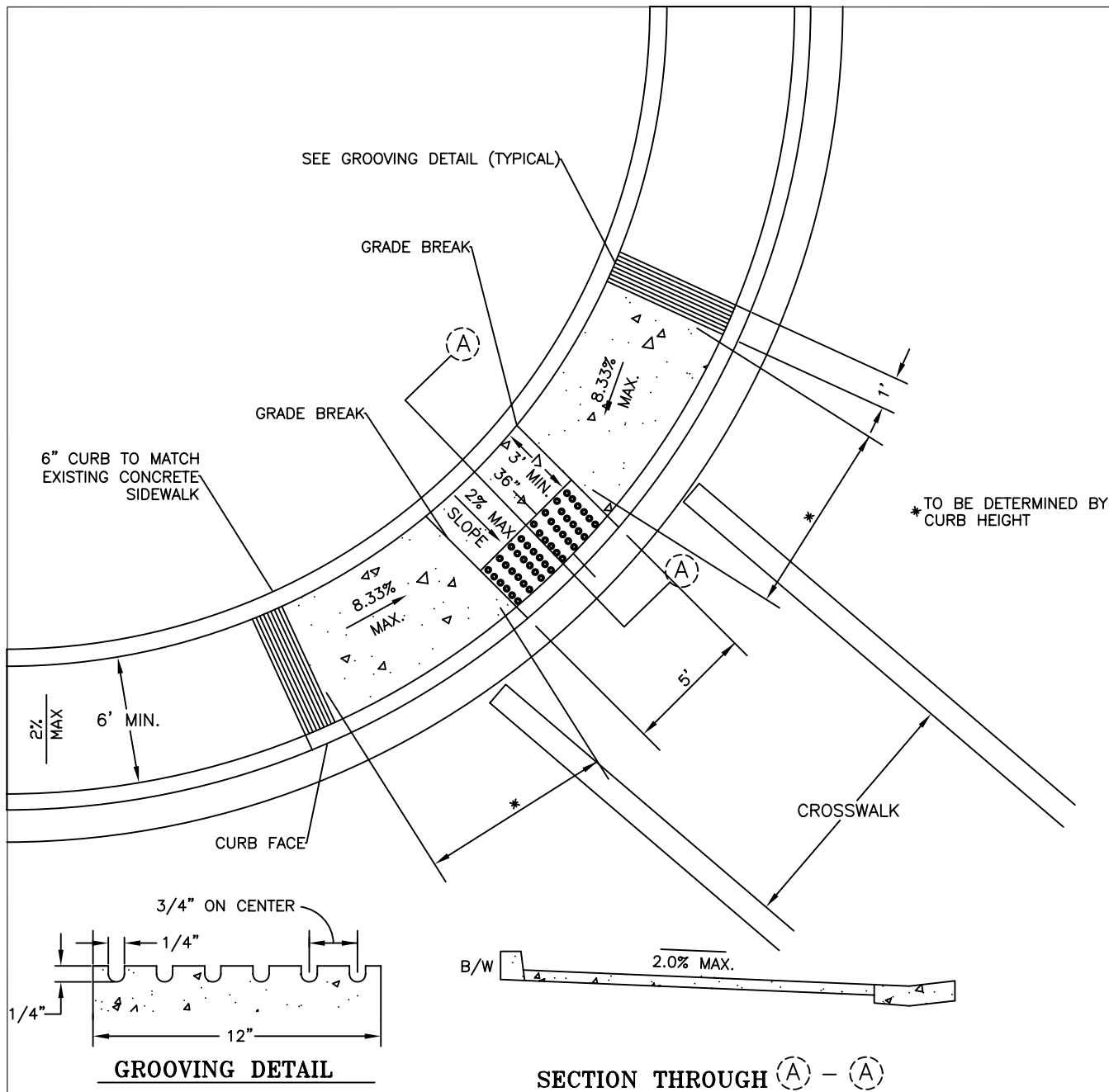
1. SURFACE OF CURB RAMP AND FLARED SIDE SHALL HAVE BROOM FINISH TRANSVERSE WITH THE PATH OF TRAVEL AND SHALL BE OF CONTRASTING FINISH TO THAT OF ADJOINING SIDEWALK.
2. WHEN THE RAMP HAS A SLOPE OF LESS THAN 1:15 (6.7 SLOPE) DETECTABLE WARNING DEVICES SHALL BE REQUIRED ON THE FULL WIDTH AND DEPTH OF RAMP WITHIN THE GROOVED BORDERS EXCLUDING FLARED SIDE PER CHAPTER 11B OF THE CALIFORNIA BUILDING CODE. SEE P.W. STD. P-86.
3. ON THE BOTTOM LANDING WITH A 2% MAX. SLOPE, WHERE WALK ADJOINS A VEHICULAR WAY, USE A 36" BAND OF TRUNCATED DOMES, IN-LINE PATTERN PER P.W. STD. P-86.
4. THE SLOPE OF ADJOINING GUTTERS, ROAD SURFACE OR ACCESSIBLE ROUTE WITHIN 4' OF THE BOTTOM OF THE RAMP SHALL NOT EXCEED 5% SLOPE.
5. RAMP SLOPE SHALL NEVER EXCEED 8.33.
6. PROVIDE GROOVED BORDER 12" WIDE AT THE LEVEL SURFACE OF THE SIDEWALK ALONG THE TOP AND ONE SIDE APPROX. 3/4" ON CENTER, 1/4" DEEP; 1/4" WIDE.
7. PROVIDE LEVEL LANDING OF AT LEAST 48" ON UPPER END OVER FULL WIDTH OF RAMP.
8. THE LOWER END OF THE CURB RAMP SHALL TERMINATE WITHIN THE MARKED CROSSINGS.
9. RAMP SHALL BE MINIMUM OF 4' WIDE AND SHALL LIE GENERALLY IN A SINGLE SLOPED PLANE WITH A MINIMAL OF SURFACE WARPING AND CROSS SLOPE.
10. CURB RAMP SHALL BE LOCATED OR PROTECTED TO PREVENT THEIR OBSTRUCTION BY PARKED CARS.
11. THE DETECTABLE WARNING SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE MATERIAL USED SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.
12. THE FLARED SIDE SHALL NOT EXCEED 10% SLOPE.

Technical drawing of a street intersection showing curb extensions, crosswalks, and various dimensions and clearances. The drawing includes the following labels and dimensions:

- Dimensions:** 10', 3' MIN., 4' MIN., 12', 1', 3', 6', 8.33% MAX.
- Clearances:** 4' MIN. CLEARANCE, SEE GROOVING DETAIL.
- Grading:** 2.0% MAX.
- Labels:** B/W, S/W, ECR, CROSSWALK, BCR, "A", "W", "G", 10% CROSS SLOPE MAX.
- Other:** 8.33% MAX (on curb extension), 1' (on crosswalk).



1. TRANSITIONS FROM RAMPS AND LANDING TO WALK, GUTTERS OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
2. SURFACE OF CURB RAMP AND FLARED SIDES SHALL HAVE BROOM FINISH TRANSVERSE TO PATH OF TRAVEL AND SHALL BE OF CONTRASTING FINISH TO THAT OF ADJACENT SIDEWALK.
3. RAMP SLOPE SHALL NEVER EXCEED 8.33%.
4. WHEN THE RAMP HAS A SLOPE LESS THAN 1:15 (6.7% SLOPE), DETECTABLE WARNING DEVICES SHALL BE REQUIRED ON THE FULL WIDTH AND DEPTH OF RAMP WITHIN THE GROOVED BORDERS, EXCLUDING THE FLARED SIDES, PER CHAPTER 11B OF THE CALIFORNIA BUILDING CODE. SEE P.W. STD. P-86.
5. THE SLOPE OF ADJOINING GUTTERS, ROAD SURFACE OR ACCESSIBLE ROUTE WITHIN 4' OF THE BOTTOM OF THE RAMP SHALL NOT EXCEED 5% SLOPE.
6. PROVIDE GROOVED BORDER 12" WIDE AT THE LEVEL SURFACE OF THE SIDEWALK ALONG THE TOP AND EACH SIDE APPROX. 3/4" ON CENTER, 1/4" DEEP; 1/4" WIDE.
7. PROVIDE LEVEL LANDING OF AT LEAST 48" ON UPPER END AND OVER FULL WIDTH OF RAMP.
8. THE CLEAR SPACE AT BOTTOM OF RAMP SHALL BE WITHIN THE MARKED CROSSINGS.
9. RAMP SHALL BE MINIMUM OF 4' WIDE AND SHALL LIE GENERALLY IN A SINGLE SLOPED PLANE WITH A MINIMUM OF SURFACE WARPING AND CROSS SLOPE.
10. THE FLARED SIDE SHALL NOT EXCEED 10% SLOPE.
11. CURB RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT THEIR OBSTRUCTION BY PARKED CARS.
12. THE DETECTABLE WARNING SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE MATERIAL USED SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.



NOTES:

1. TRANSITIONS FROM RAMPS AND LANDING TO WALK, GUTTERS OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
2. SURFACE OF CURB RAMP AND FLARED SIDES SHALL HAVE BROOM FINISH TRANSVERSE TO PATH OF TRAVEL AND SHALL BE OF CONTRASTING FINISH TO THAT OF ADJACENT SIDEWALK.
3. RAMP SLOPE SHALL NEVER EXCEED 8.33%.
4. THE SLOPE OF ADJOINING GUTTERS, ROAD SURFACE OR ACCESSIBLE ROUTE WITHIN 4' OF THE BOTTOM OF THE RAMP SHALL NOT EXCEED 5% SLOPE.
5. PROVIDE GROOVED BORDER 12" WIDE AT THE LEVEL SURFACE OF THE SIDEWALK ALONG THE TOP AND EACH SIDE APPROX. 3/4" ON CENTER, 1/4" DEEP; 1/4" WIDE.
6. THE LOWER LANDING AREA LEADING INTO VEHICULAR WAY SHALL TERMINATE WITHIN THE MARKED CROSSING.
7. PROVIDE LEVEL LANDING OF AT LEAST 48" ON UPPER END AND OVER FULL WIDTH OF RAMP.
8. RAMP AND LOWER LANDING SHALL BE MINIMUM OF 4' WIDE AND SHALL LIE GENERALLY IN A SINGLE SLOPED PLANE WITH A MINIMUM OF SURFACE WARPING AND CROSS SLOPE.
9. CURB RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT THEIR OBSTRUCTION BY PARKED CARS.
10. ON THE BOTTOM LANDING WITH A 2% MAX. SLOPE, WHERE WALK ADJOINS A VEHICULAR WAY, USE A 36" BAND OF TRUNCATED DOMES, IN-LINE PATTERN PER P.W. STD. P-86.
11. THE DETECTABLE WARNING SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE MATERIAL USED SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.
12. THIS RAMP TYPE SHALL ONLY BE USED WHEN NECESSARY DUE TO R/W OR PHYSICAL CONSTRAINTS. IT MAY BE UTILIZED FOR DIAGONAL OR DUAL RAMP APPLICATIONS.

NOT USED

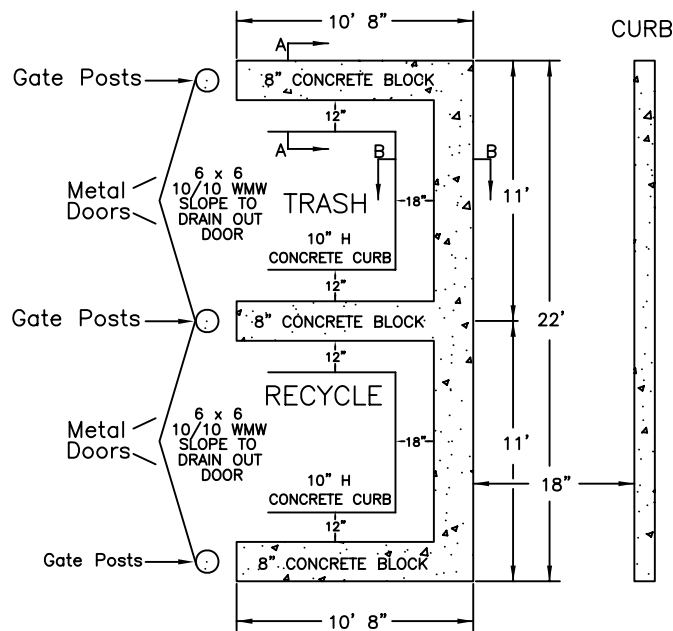
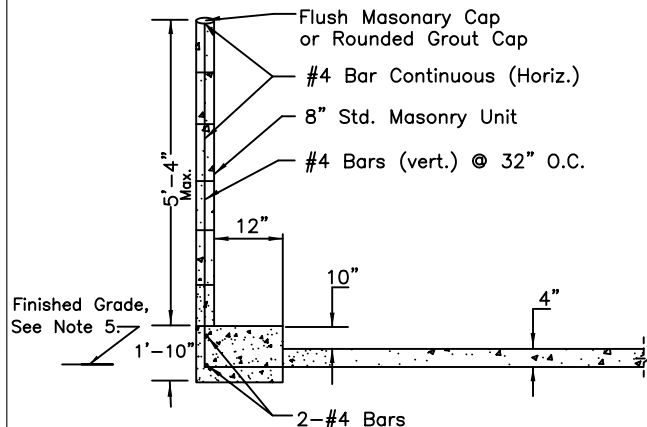
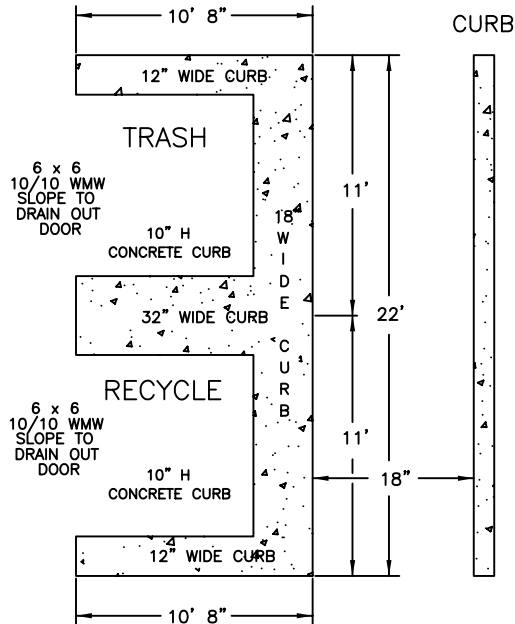
NO LONGER USED

REF. & REV.
NOV., 2007

CITY OF FRESNO

P-32

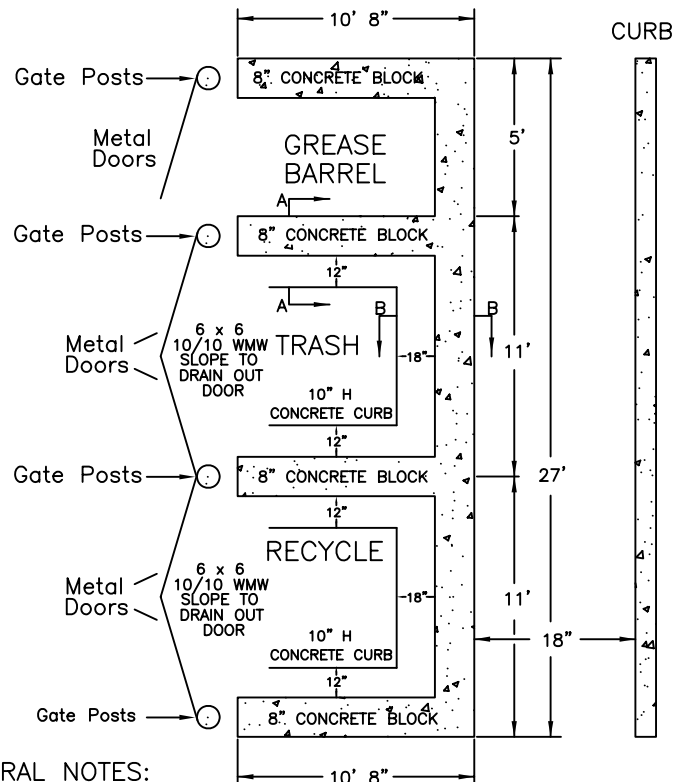
ENCLOSURE SCALE / STANDARD

ENCLOSURE SCALE/ CURB ONLY
ZONES-M1,M2,M3, & CM ONLY

View "A-A"

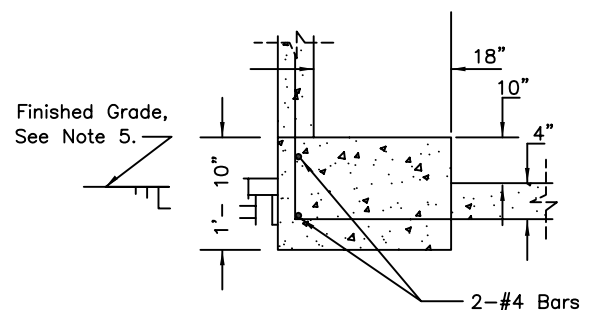
Typical Section w/ Concrete Block Wall

ENCLOSURE SCALE / RESTAURANT



GENERAL NOTES:

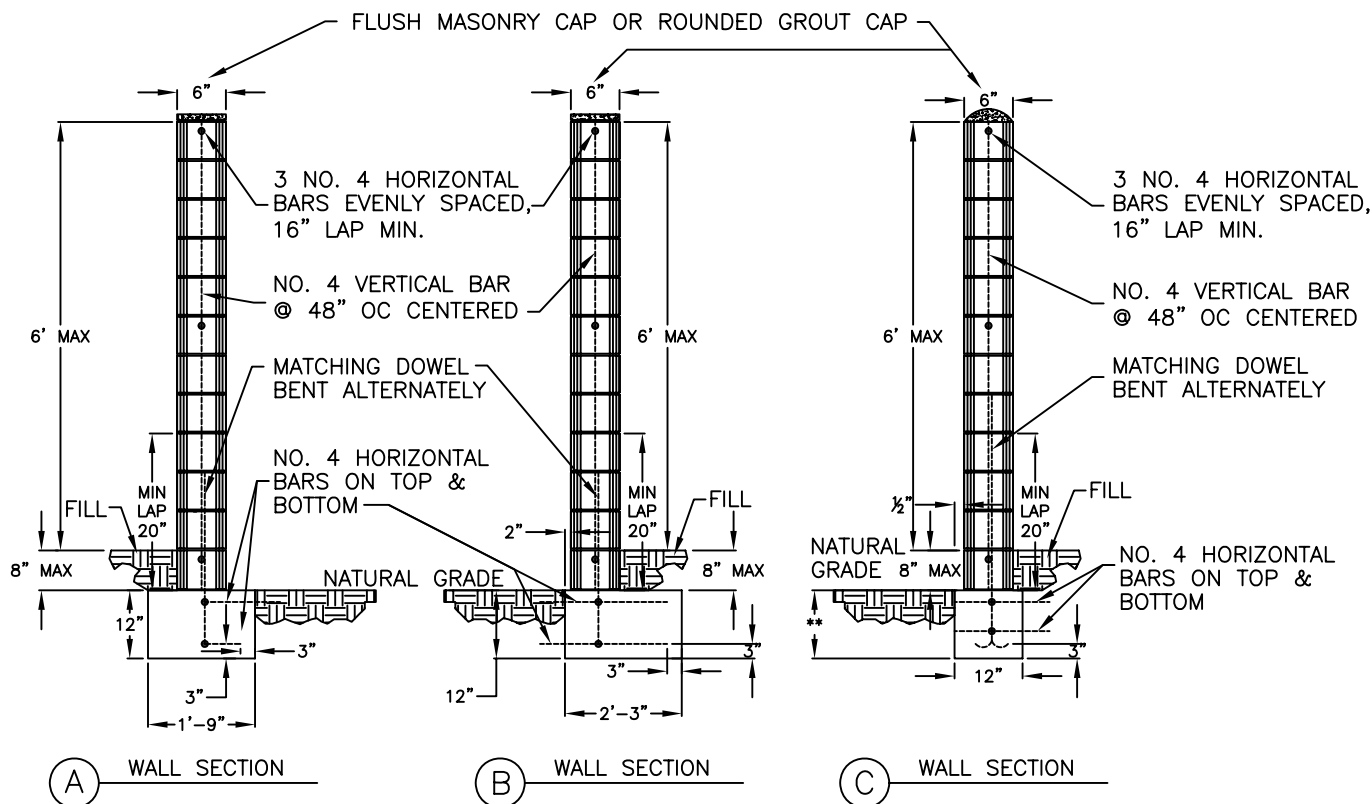
1. ALL CONSTRUCTION SHALL COMPLY WITH THE FRESNO MUNICIPAL CODE.
2. GROUT ALL CELLS.
3. ALL MASONRY UNITS SHALL COMPLY WITH THE LATEST ADOPTED CALIFORNIA BUILDING CODE AND U.B.C. STANDARD 24-4 GRADE N.
4. ALL MASONRY WALLS SHALL BE INSPECTED BY THE CITY OF FRESNO.
5. DEPTH OF FOOTINGS ARE INTO NATURAL UNDISTURBED SOIL OR TESTED AND APPROVED COMPACTED FILL.
6. ALL MASONRY UNITS SHALL BE MINIMUM F'M=1500 PSI.
7. REINFORCING STEEL SHALL BE DEFORMED BAR, MIN. GRADE 40.
8. FOOTING CONCRETE SHALL BE A MINIMUM 2000 PSI AT 28 DAYS.
9. MORTAR SHALL BE TYPE-S (MINIMUM 1800 PSI AT 28 DAYS).
ONE (1) PART CEMENT, TYPE-1
ONE-HALF (1/2) PART LIME PUTTY OR HYDRATED LIME.
FOUR AND ONE-HALF (4 1/2) PARTS SAND (MAXIMUM).
10. GROUT SHALL BE A MINIMUM 2000 PSI AT 28 DAYS.
ONE (1) PART CEMENT.
THREE (3) PARTS SAND.
TWO (2) PARTS PEA GRAVEL.
11. FINISH PAD ELEVATION TO BE FLUSH WITH GRADE AT ACCESS PAVEMENT.
12. ANY GATE HINGES SHOULD BE LOCATED ON THE OUTSIDE.
13. METAL DOORS ARE REQUIRED ON ALL ENCLOSURES, CHAIN LINK IS NOT ACCEPTABLE.
14. 8" CONCRETE BLOCK TO BE USED FOR WALLS.
15. 2 CELLS ARE REQUIRED FOR COMMERCIAL/INDUSTRIAL BUILDINGS.
16. 3 CELLS ARE REQUIRED FOR RESTAURANTS.



View "B-B"

GENERAL NOTES:

1. ALL SITE PLANS SHALL HAVE THE SIGNATURE APPROVAL OF A SOLID WASTE MANAGEMENT DIVISION REPRESENTATIVE.
2. CONTAINERS USED AT ALL PLACES SHALL BE PLACED FOR COLLECTION AT SERVICE LOCATIONS APPROVED BY THE PUBLIC UTILITIES DIRECTOR, OR HIS/HER DESIGNEE, BUT SHALL NOT BE STORED IN THE PUBLIC RIGHT-OF-WAY.
3. THE DESIGN OF ANY NEW, SUBSTANTIALLY REMODELED, OR EXPANDED BUILDING OR OTHER FACILITY SHALL PROVIDE FOR PROPER STORAGE OR HANDLING WHICH WILL ACCOMMODATE THE SOLID WASTE LOADING ANTICIPATED AND WHICH WILL ALLOW FOR SAFE AND EFFICIENT WASTE REMOVAL.
4. THE PUBLIC UTILITIES DIRECTOR, OR HIS/HER DESIGNEE, SHALL PLAN WITH THE PROPERTY OWNER AND/OR THEIR REPRESENTATIVE AS TO PLACEMENT OF STORAGE CONTAINERS TO MINIMIZE TRAFFIC, AESTHETIC AND OTHER PROBLEMS BOTH ON THE PROPERTY, AND FOR THE GENERAL PUBLIC.
5. BELOW IS A CHECKLIST OF REQUIREMENTS REVIEWED FOR A SITE PLAN:
 - a. REFUSE, RECYCLABLES, AND GREASE BARRELS SHALL BE STORED FOR LATER REMOVAL FROM THE PREMISES IN AN AREA THAT IS SCREENED FROM VIEW OF THE PUBLIC STREETS BY A CITY OF FRESNO, PUBLIC UTILITIES APPROVED STANDARD ENCLOSURE (REFER TO P-33, P-34, AND P-95 FOR DETAILS). APPROVED STANDARD ENCLOSURES ARE TO BE BUILT USING EIGHT INCH (8") CONCRETE BLOCK AT A HEIGHT OF SIX FEET (6').
 - b. ENCLOSURES BUILT IN (INDUSTRIAL ZONES) M-1, M-2, M-3, AND CM ZONES REQUIRING DIRECTOR APPROVAL, OR HIS/HER DESIGNEE, MAY ELIMINATE WALLS AS LONG AS IT IS NOT VISIBLE FROM A MAIN STREET. FOR THIS DESIGN, THE CURBING WILL BE TWELVE INCHES (12") WIDE ON BOTH SIDES, EIGHTEEN INCHES (18") DEEP ALONG THE REAR WITH A THIRTY-TWO INCH (32") WIDE CURB SEPARATING THE TWO CELLS. CURBING MUST BE REINFORCED WITH REBAR AT A HEIGHT OF TEN INCHES (10"). ALL ENCLOSURES SHALL BE A MINIMUM OF EIGHTEEN INCHES (18") FROM THE NEAREST CURB. ALL OTHER PUBLIC WORKS DESIGN REQUIREMENTS SHALL BE MET DURING REVIEW.
 - c. THE APPROVED STANDARD ENCLOSURE HAS BEEN DESIGNED TO ACCOMMODATE ALL SIZES OF CONTAINERS TO HANDLE THE ACCUMULATION OF WASTE AND RECYCLABLES GENERATE BETWEEN COLLECTIONS. A STORAGE AREA WITH INNER DIMENSIONS TEN FEET (10') BY TEN FEET (10') IS THE MINIMUM. THERE SHALL BE CURBING TWELVE INCHES (12") FROM SIDE WALLS AND EIGHTEEN INCHES (18") FROM REAR WALL AND AT A HEIGHT OF TEN INCHES (10"). THESE FEATURES ARE INCLUDED IN ORDER TO REDUCE THE POSSIBILITY OF DAMAGE TO THE ENCLOSURE ITSELF.
 - d. SERVICE ACCESS TO ENCLOSURE SHALL BE A MINIMUM UNENCUMBERED OPENING OF EIGHT FEET (8'). THE GATE TO BE USED SHALL BE BUILT OF METAL, CHAIN LINK IS NOT ACCEPTABLE, SO THAT BINS CANNOT BE SEEN WHEN GATES ARE CLOSED AND SHALL BE MOUNTED ON THE OUTER SURFACE OF ENCLOSURE AS TO NOT PROTRUDE INTO SERVICE ACCESS OPENING. HARDWARE LATCHES SHOULD BE A HEAVY GAUGE LOCKING GATE LATCH. TWO GATES ARE REQUIRED ON EACH CELL WITH THE EXCEPTION OF THE GREASE BARREL CELL.
 - e. THE FLOOR OR BOTTOM SURFACE OF THE COLLECTION AREA SHALL BE MADE OF CONCRETE, (SLOPED) ONE PERCENT (1%) TO THE FRONT, AND THERE SHALL NOT BE ANY DRAINAGE GUTTER IN FRONT OF ENTRANCE. THE UNENCUMBERED OPENING OF EIGHT FEET (8') REFERENCED IN D. ABOVE SHALL BE A LEVEL SURFACE. THE FLOOR SHALL NOT SLOPE TO THE BACK OR SIDES OF THE ENCLOSURE TO ALLOW DRAINAGE TO THE REAR OF THE AREA OR CAUSE ANY STANDING WATER WITHIN THE ENCLOSURE. IT SHALL BE CONSTRUCTED SO THE COLLECTION VEHICLE CAN DRIVE DIRECTLY INTO THE POCKETS OF THE CONTAINERS WITHOUT ANY OBSTRUCTIONS.
 - f. INGRESS AND EGRESS SHALL HAVE AN UNOBSTRUCTED OVERHEAD CLEARANCE OF SIXTEEN FEET (16') AND SHALL NOT BE LESS THAN EIGHTEEN FEET (18') WIDE AND CAPABLE OF ACCOMMODATING A TRUCK WITH A TWO HUNDRED FIFTY INCH (250") WHEELBASE, A FORTY-FOUR FOOT (44') (CENTER LINE) TURNING RADIUS AND A SUPPORT WEIGHT OF THIRTY-FIVE (35) TONS. AREA SHALL BE UNOBSTRUCTED AND SO CONFIGURED THAT A TRUCK WILL BE ABLE TO MAKE A ROUND TRIP FROM THE PUBLIC RIGHT-OF-WAY TO THE COLLECTION AREA AND RETURN WITHOUT EXCESSIVE BACKING INTO A TRAFFIC LANE OR A PUBLIC THOROUGHFARE. BACKING AROUND A BUILDING IS NOT ALLOWED. AT NO TIME SHALL A TRUCK BE REQUIRED TO BACK IN EXCESS OF FORTY-FIVE FEET (45').
 - g. BIN ENCLOSURE GATES AND SERVICE AREA SHALL NOT OPEN INTO OR BE A PART OF A PARKING STALL OR LOADING ZONE.
 - h. GATED ENTRANCE/EXIT SERVICE SITES SHALL BE AT LEAST FORTY FEET (40') AWAY FROM ENTRANCES AND EXITS TO PREVENT TRUCKS FROM STICKING OUT INTO THE ROADWAY WHILE WAITING TO ACCESS ENCLOSURE AND ALLOW TRUCKS ENOUGH SPACE TO CLEAR GATE ON EXITING WHILE WAITING TO MERGE WITH TRAFFIC.
 - i. THE ENCLOSURE(S) SHALL ACCOMMODATE REFUSE BINS, RECYCLE BINS, AND GREASE BARRELS WHEN APPLICABLE. NEITHER THE WASTE NOR RECYCLING CONTAINER SHALL BE REQUIRED TO BE MOVED IN ORDER TO SERVICE THE OTHER. GREASE BARRELS SHALL NOT BE PLACED IN THE SAME AREA OF THE ENCLOSURE WITH REFUSE OR RECYCLABLES.
 - j. OWNER/OCCUPANTS SHALL NOT USE ENCLOSURES FOR STORAGE OR PLACE ANY MATERIALS AROUND THE TRASH, RECYCLE, OR GREASE CONTAINERS.
 - k. SIGNAGE IS REQUIRED TO CLEARLY IDENTIFY ALL RECYCLING, SOLID WASTE COLLECTION, AND LOADING AREAS AND THE MATERIALS ACCEPTED THEREIN. THIS SIGNAGE SHALL BE PLACED AT ALL POINTS OF DIRECT ACCESS TO RECYCLING, SOLID WASTE, AND LOADING AREAS ON, OR ADJACENT TO, THE RECYCLABLE AND SOLID WASTE MATERIAL CONTAINERS.
 - l. SITES UTILIZING COMPACTORS AND/OR ROLL-OFFS REQUIRE SIXTY FEET (60') OF CLEARANCE IN FRONT OF THE UNIT, AND A MINIMUM OF THREE FEET (3') ON EACH SIDE, FOR LOADING AND UNLOADING.



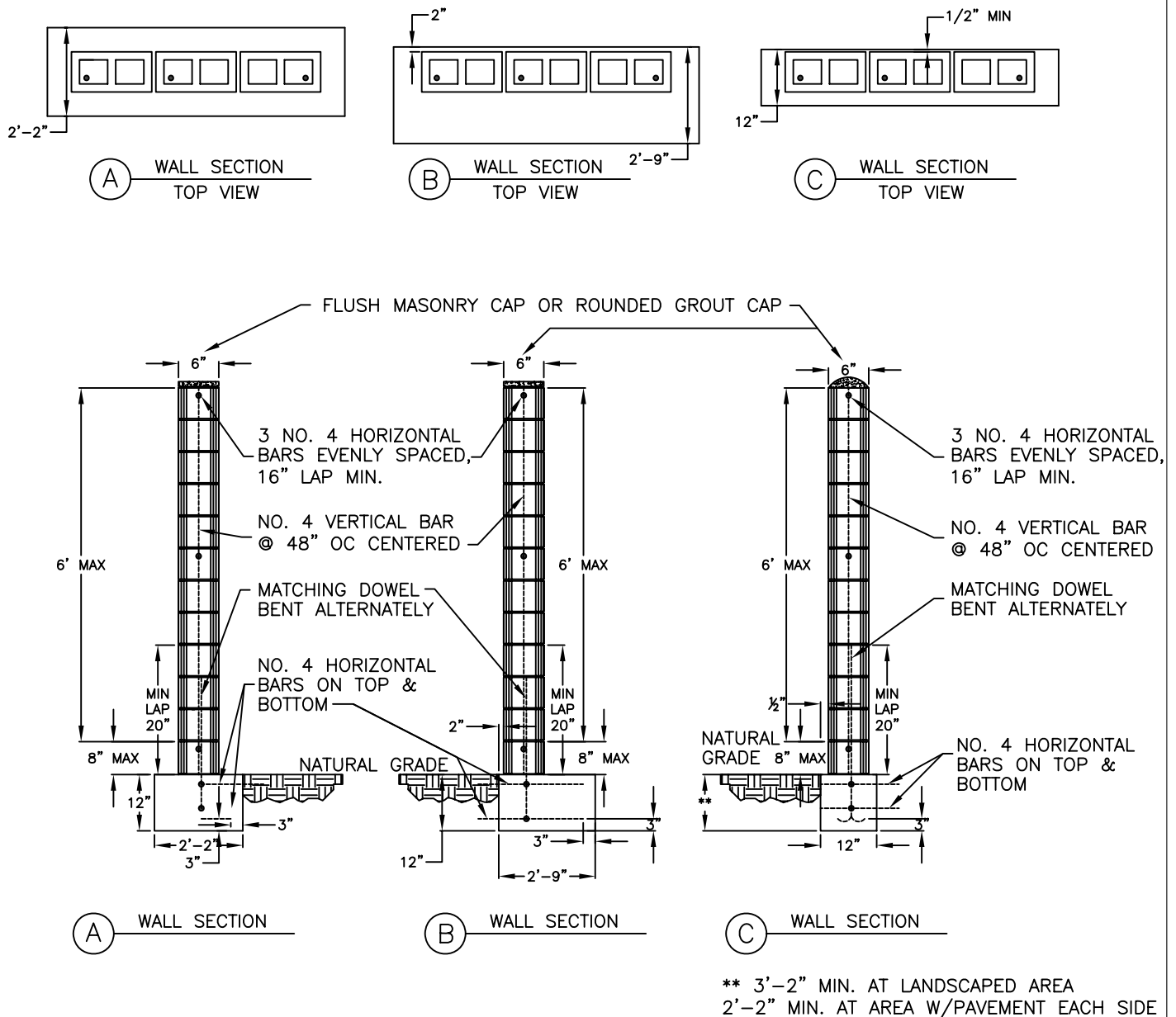
** 3'-2" MIN. AT LANDSCAPED AREA
2'-2" MIN. AT AREA W/PAVEMENT EACH SIDE

GENERAL NOTES AND SPECIFICATIONS:

1. ALL CONSTRUCTION SHALL COMPLY WITH THE FRESNO MUNICIPAL CODE.
2. GROUT ALL CELLS CONTAINING REINFORCING STEEL (SEE NOTE 9).
3. ALL MASONRY UNITS SHALL COMPLY WITH THE LATEST ADOPTED CALIFORNIA BUILDING CODE.
4. DEPTH OF FOOTINGS ARE INTO NATURAL UNDISTURBED SOIL OR TESTED AND APPROVED COMPACTED FILL.
5. ALL MASONRY UNITS SHALL BE MINIMUM $F'_m = 1500$ PSI.
6. REINFORCING BARS SHALL BE DEFORMED BARS MINIMUM GRADE 40.
7. FOOTING CONCRETE SHALL BE A MINIMUM 2000 PSI AT 28 DAYS.
8. ALL CELLS SHALL BE GROUTED SOLID IN CONDITIONS SUCH AS IN FRONTAGE WAY OR OTHER AREAS AS REQUIRED BY THE CITY ENGINEER.
9. MORTAR SHALL BE TYPE-S (MINIMUM 1800 PSI AT 28 DAYS):
 - ONE(1) PART CEMENT , TYPE-1
 - ONE-HALF (1/2) PART LIME PUTTY OR HYDRATED LIME
 - FOUR AND ONE-HALF (4 1/2) PARTS SAND (MAXIMUM)
10. GROUT SHALL BE A MINIMUM 2000 PSI AT 28 DAYS:
 - ONE (1) PART CEMENT
 - THREE (3) PARTS SAND
 - TWO (2) PARTS PEA GRAVEL.
11. PLEASE CONTACT THE DEVELOPMENT DEPARTMENT ENGINEERING DIVISION REGARDING THE APPLICABILITY AND USE OF THIS STANDARD AND ISSUANCE OF REQUIRED PERMITS.

6" CONCRETE MASONRY WALL
WITH OR WITHOUT 8" SOIL RETENTION

REF. & REV.
SEPT., 2009CITY OF FRESNO
P-35A



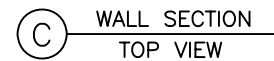
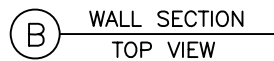
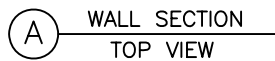
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4. DEPTH OF FOOTINGS ARE INTO NATURAL UNDISTURBED SOIL OR TESTED AND APPROVED COMPACTED FILL.
5. ALL MASONRY UNITS SHALL BE MINIMUM F'm = 1500 PSI.
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10. GROUT SHALL BE A MINIMUM 2000 PSI AT 28 DAYS:
ONE (1) PART CEMENT
THREE (3) PARTS SAND
TWO (2) PARTS PEA GRAVEL.
11. PLEASE CONTACT THE DEVELOPMENT DEPARTMENT ENGINEERING DIVISION REGARDING THE APPLICABILITY AND USE OF THIS STANDARD AND ISSUANCE OF REQUIRED PERMITS.

6" CONCRETE MASONRY WALL
WITHOUT SOIL RETENTION

REF. & REV.
SEPT., 2009

CITY OF FRESNO
P-35B



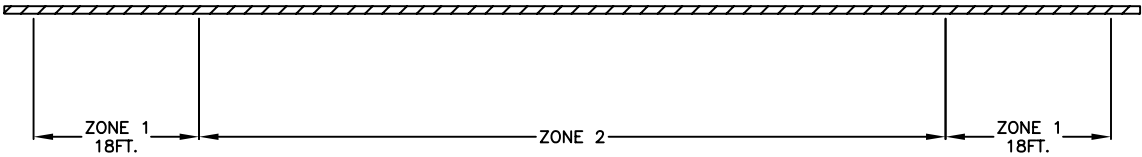
CITY OF FRESNO
P-35C

STANDARD DETAILS FOR 6'-0" CONCRETE MASONRY FENCE:
P-35A, P-35B, P-35C

EXPOSURE B: URBAN AND SUBURBAN AREAS, WOODED AREAS OR OTHER
TERRAIN WITH NUMEROUS CLOSELY SPACED OBSTRUCTIONS HAVING THE SIZE OF
SINGLE FAMILY DWELLING OR LARGER WITHIN 1500FT.

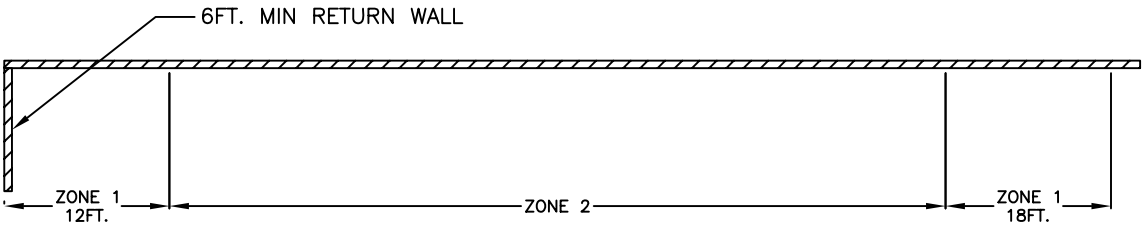
USE WALL TYPE P-35A FOR FULL LENGTH OF WALL

EXPOSURE C: OPEN TERRAIN WITHIN 1500FT.



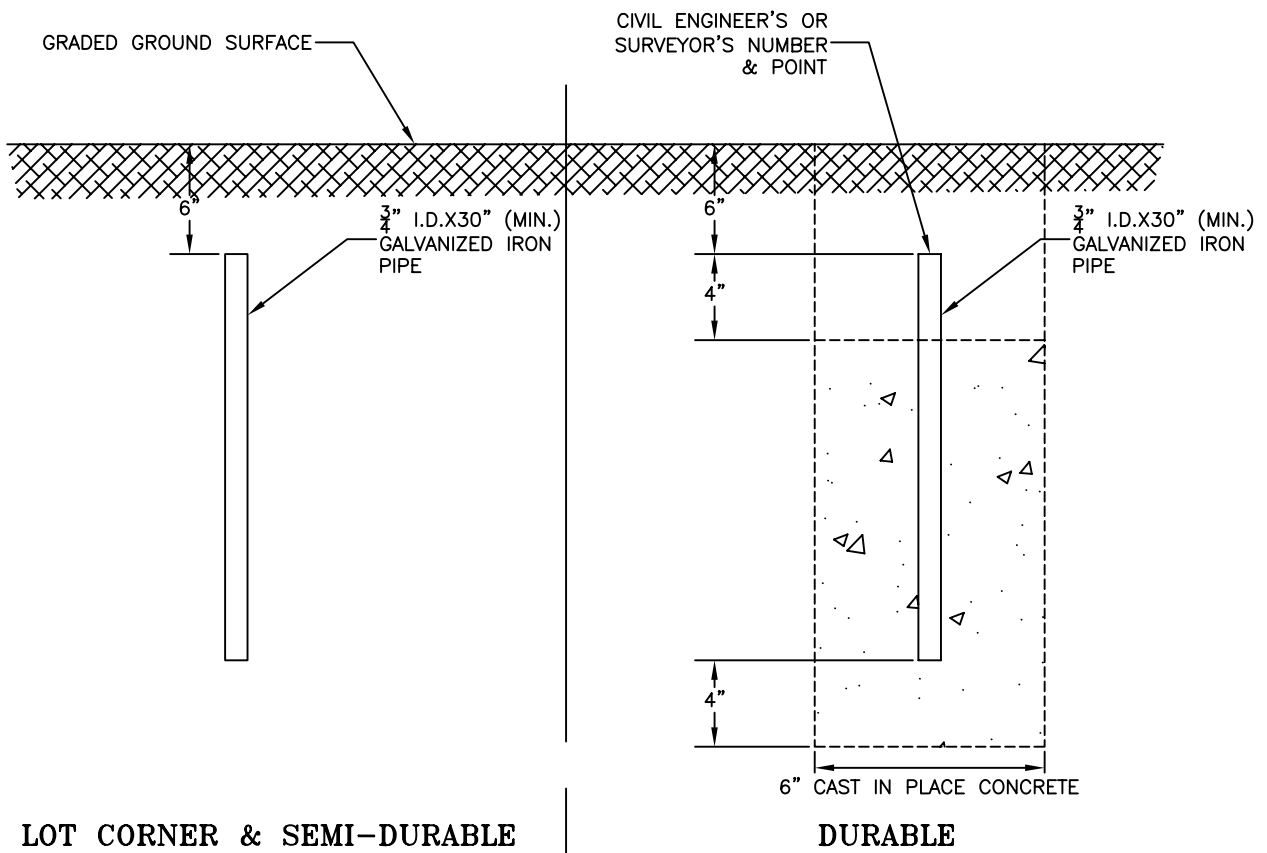
6 INCHES THICK BY 6 FEET HIGH MASONRY FENCE WITHOUT RETURN WALL

WALL LENGTH FEET ZONE	0-20	21-60	OVER 60
	WALL AND FOOTING TYPE		
FULL LENGTH OF FENCE	P-35A	P-35B/C	
ZONE 1			P-35B/C
ZONE 2			P-35A
ZONE 3			P-35B/C



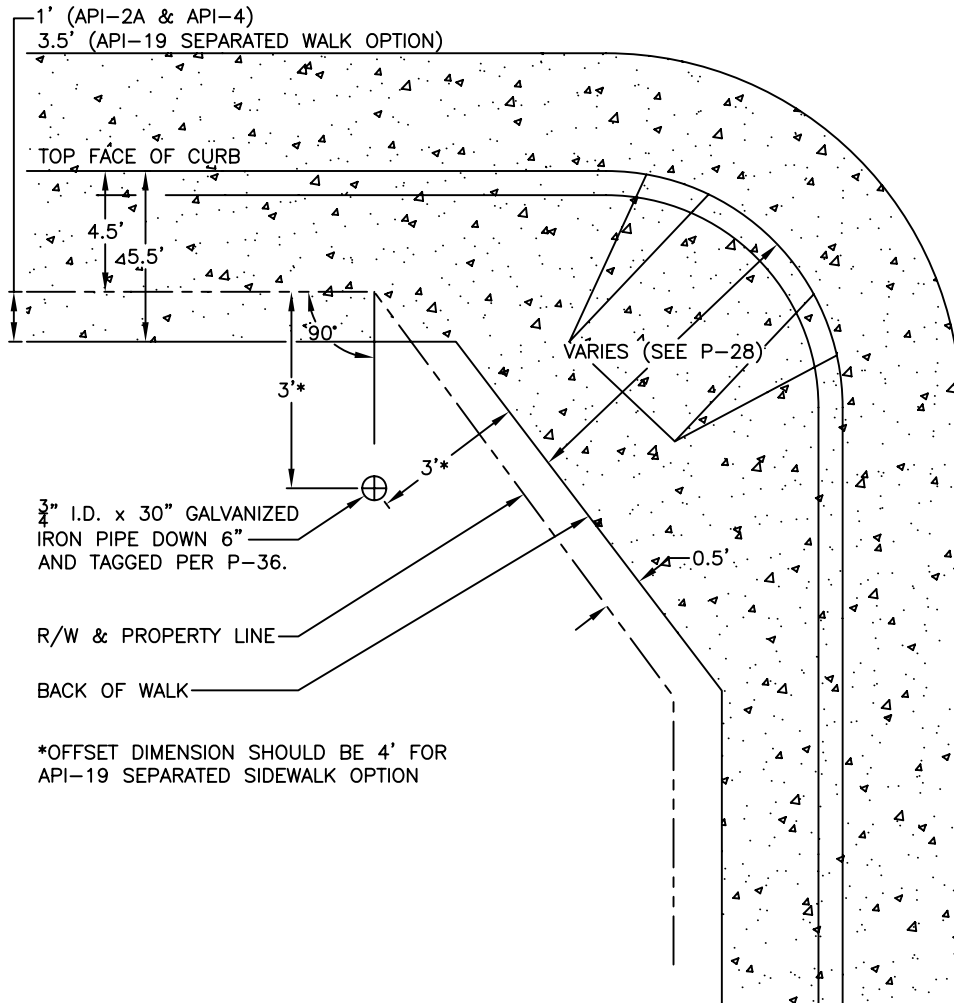
6 INCHES THICK BY 6 FEET HIGH MASONRY FENCE WITH RETURN WALL

WALL LENGTH FEET ZONE	0-20	21-60	OVER 60
	WALL AND FOOTING TYPE		
FULL LENGTH OF FENCE	P-35A	P-35B/C	
ZONE 1			P-35B/C
ZONE 2			P-35A
ZONE 3			P-35B/C



NOTES:

1. STATE LAW REQUIRES ALL CORNERS TO BE TAGGED WITH A REGISTERED SURVEYOR'S OR REGISTERED CIVIL ENGINEER'S NUMBER.
2. REGULAR SHAPED SUBDIVISIONS SHALL HAVE EXTERIOR CORNERS MARKED WITH DURABLE MONUMENTS. IRREGULAR SHAPED SUBDIVISIONS SHALL HAVE ALL EXTERIOR ANGLES AND CURVE POINTS MARKED WITH DURABLE MONUMENTS, OR REFERENCED TO AN ADJACENT BLOCK OR LOT CORNER, WHICH IS ALSO MARKED WITH A DURABLE MONUMENT. CONCRETE FOR THE DURABLE MONUMENT SHALL BE CAST IN PLACE.
3. BLOCK CORNERS, UNLESS OTHERWISE MARKED WITH A DURABLE MONUMENT, SHALL BE MARKED WITH A SEMI-DURABLE MONUMENT.
4. ALL LOT CORNERS, ANGLE POINTS, BEGINNING OF CURVES AND THE END OF CURVES SHALL BE MARKED WITH A SEMI-DURABLE MONUMENT.
5. A DEVIATION FROM SETTING STANDARD SEMI-DURABLE AND DURABLE MONUMENTS WILL BE CONSIDERED UPON A WRITTEN REQUEST CITING THE CIRCUMSTANCES FOR THE DEVIATION.



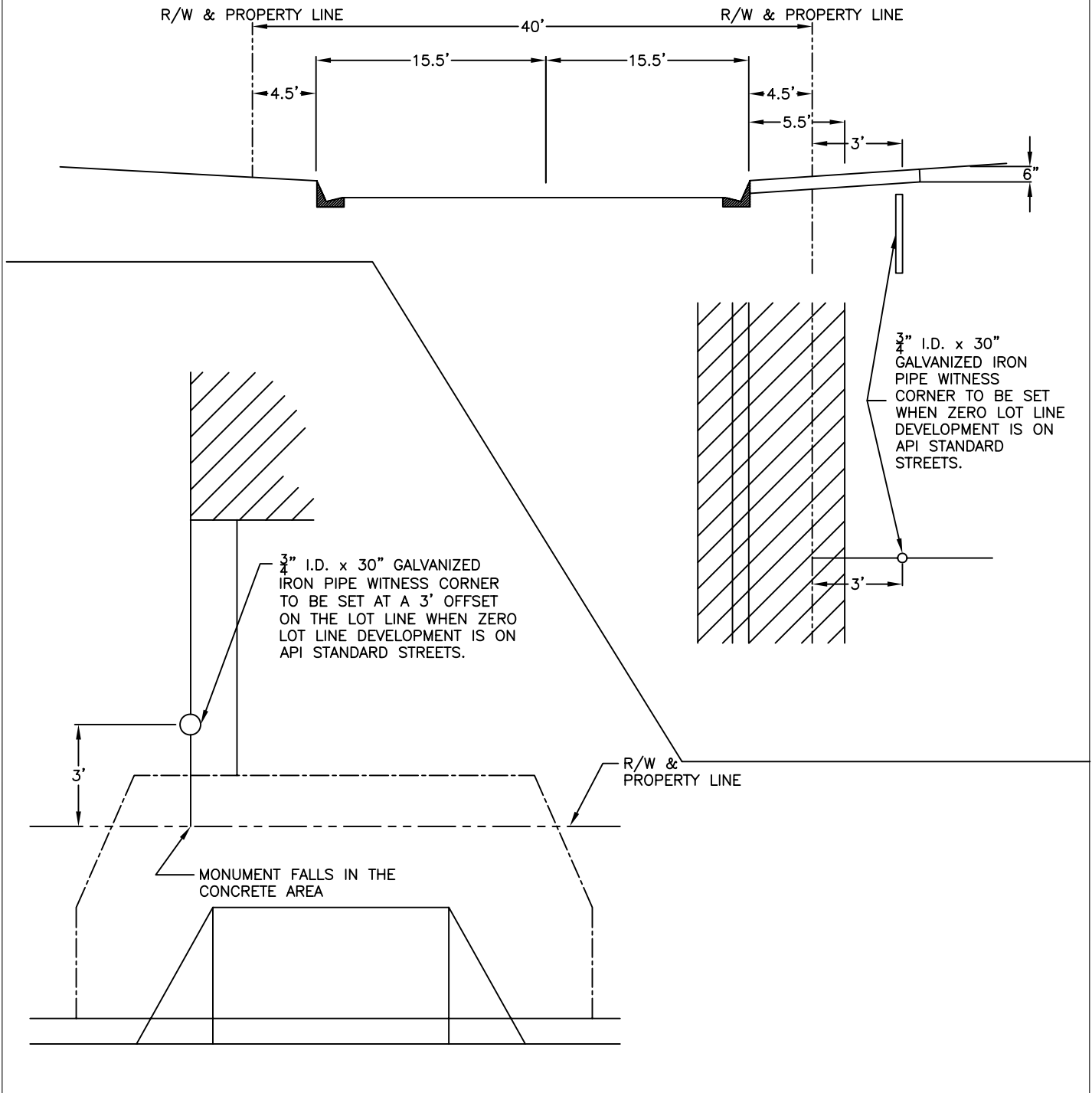
WITNESS CORNER

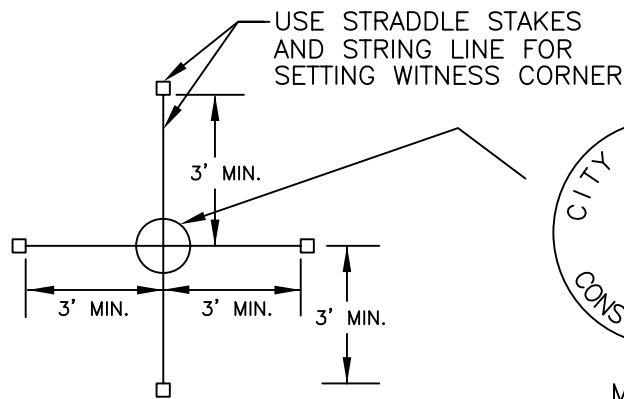
REF. & REV.
NOV., 2009

CITY OF FRESNO

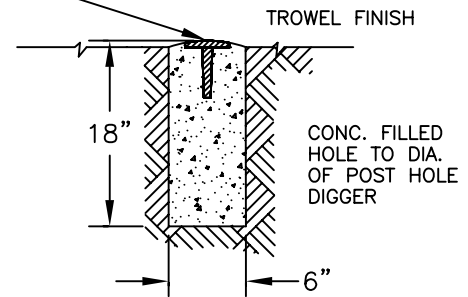
P-37

THIS SITUATION WILL EXIST ON ALL API-3 & 4 STREETS.

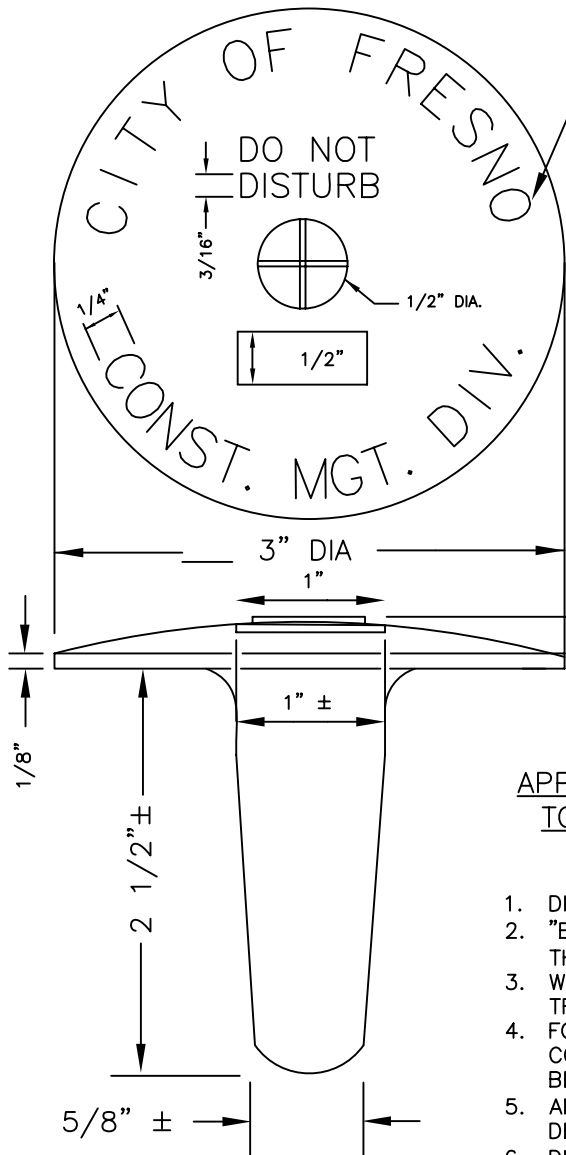




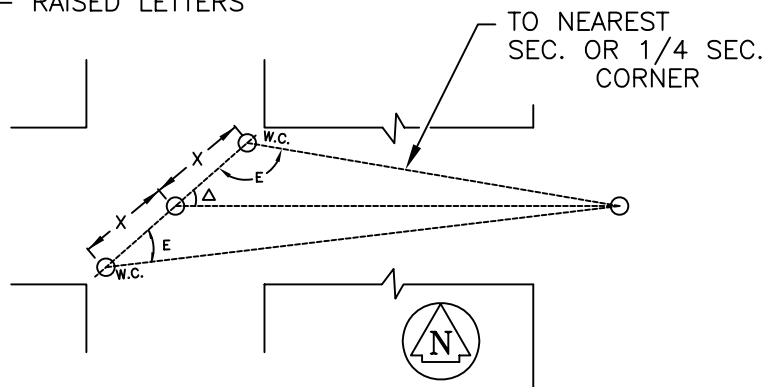
MARKER
"W.C."



SECTIONAL VIEW

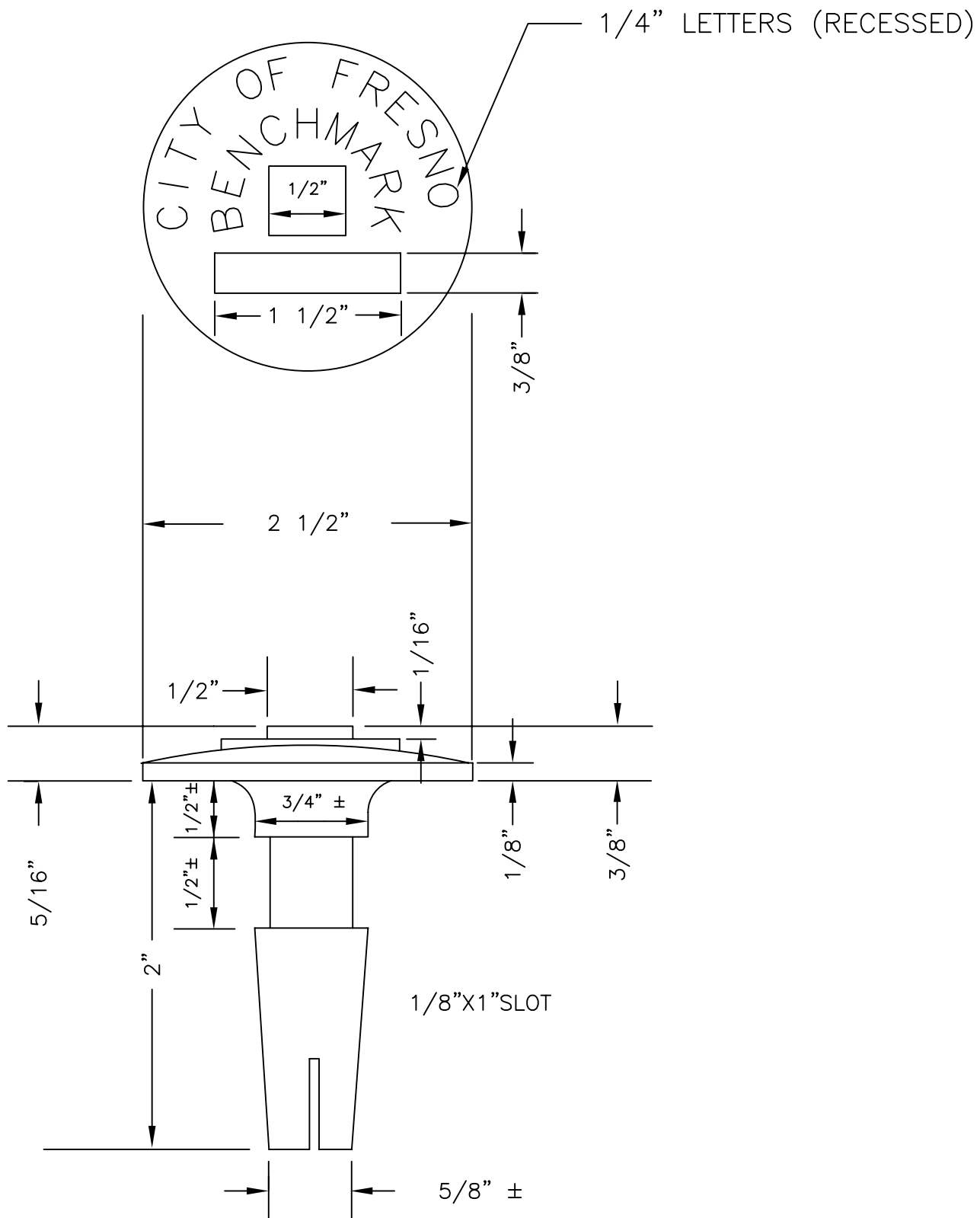


RAISED LETTERS



APPROVED METHOD OF ESTABLISHING WITNESS CORNERS
TO PERPETUATE LOCATION OF SECTION OR 1/4 SEC.
COR.

1. DISTANCE "X" TO BE HORIZONTAL.
2. "E" ANGLE TO BE THE MEAN INTERNAL ANGLES OF SIX (6) REPETITIONS: THREE (3) DIRECT, AND THREE (3) INVERTED.
3. W.C. TO BE ESTABLISHED ON A LINE TANGENT TO OTHER W.C. AND TRUE CORNER.
4. FOR PURPOSES OF ILLUSTRATION, ANGLE IS SHOWN TAKEN TO THE CORNER EAST. IN PRACTICE, THE CORNER MOST CONVENIENT SHOULD BE TAKEN.
5. ANGLE "E" TO BE RECORDED, AS ANGLE "E", "W", "N", OR "S" DEPENDING ON THE GENERAL DIRECTION OF SIGHTING.
6. DISTANCE "X" TO BE ESTABLISHED IN MULTIPLES OF ONE (1) FOOT UNITS.
7. ANGLE "Δ" TO BE NEARLY 45°.
8. W.C. TO LOCATED IN AREA NOT LIKELY TO BE DISTURBED BY CONSTRUCTION.

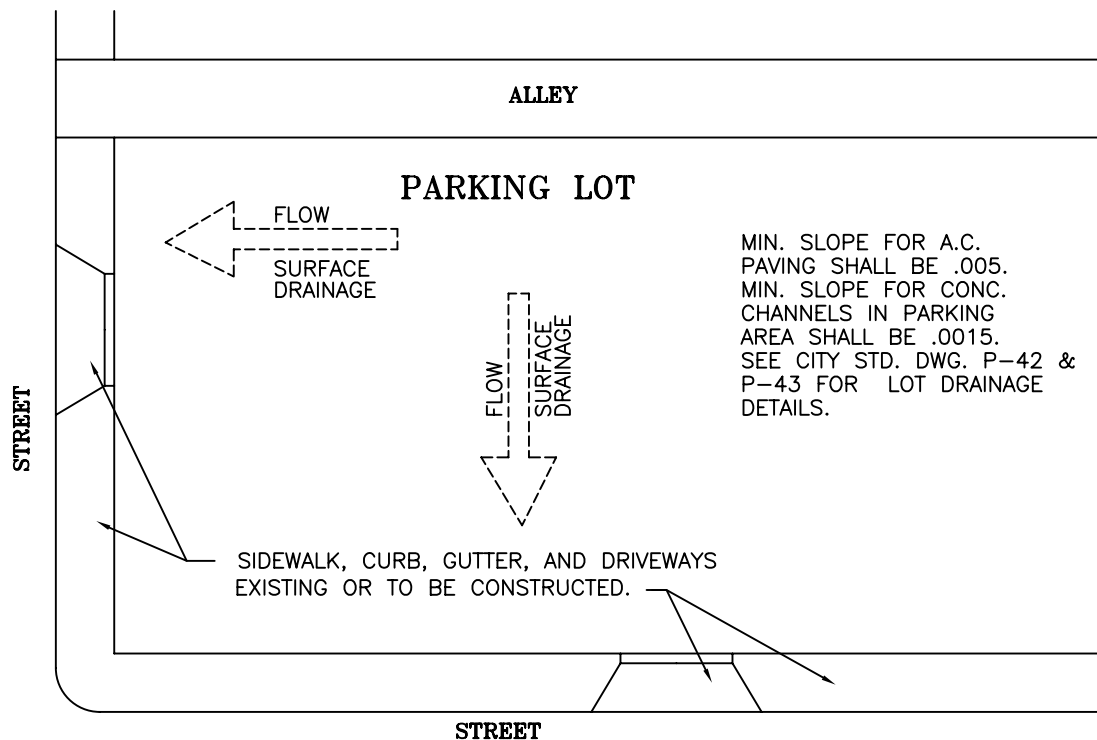


BENCHMARK DETAIL

REF. & REV.
AUG., 2002

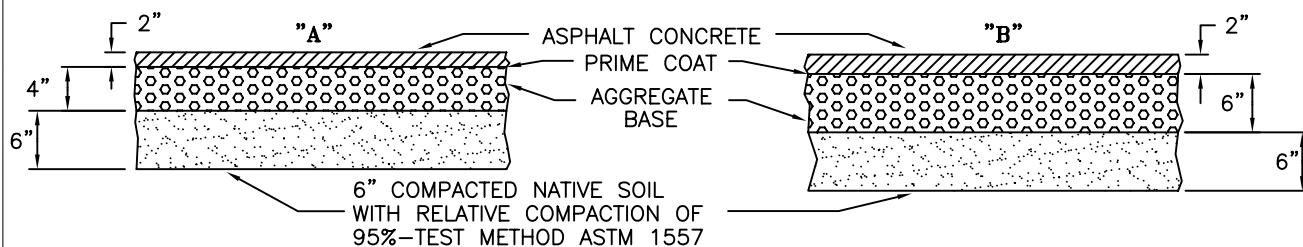
CITY OF FRESNO

P-40



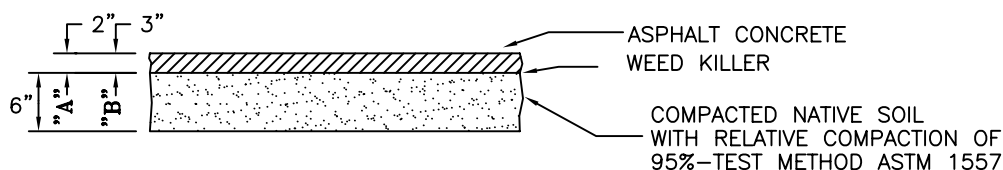
MIN. SLOPE FOR A.C.
PAVING SHALL BE .005.
MIN. SLOPE FOR CONC.
CHANNELS IN PARKING
AREA SHALL BE .0015.
SEE CITY STD. DWG. P-42 &
P-43 FOR LOT DRAINAGE
DETAILS.

TYPICAL CROSS SECTIONS



PARKING LOTS

INDUSTRIAL PARKING LOTS AND LOADING ZONES



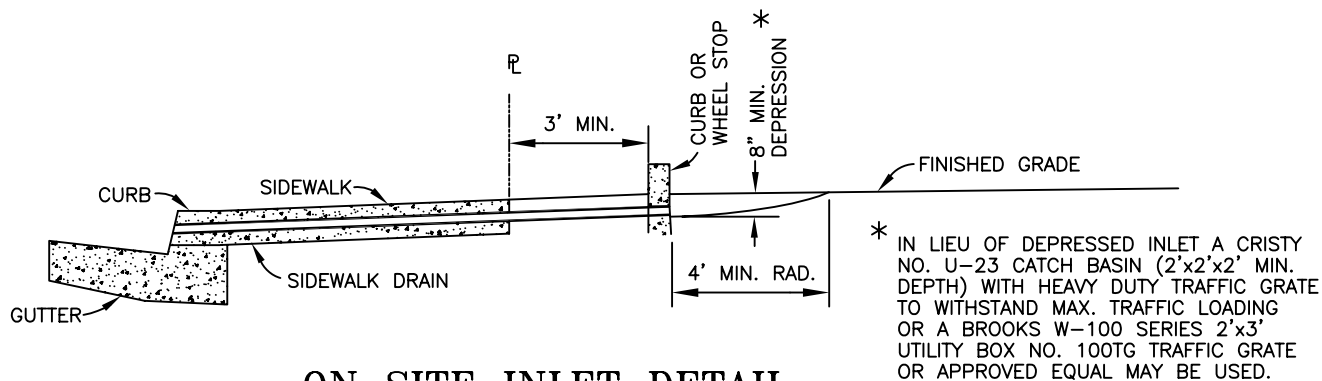
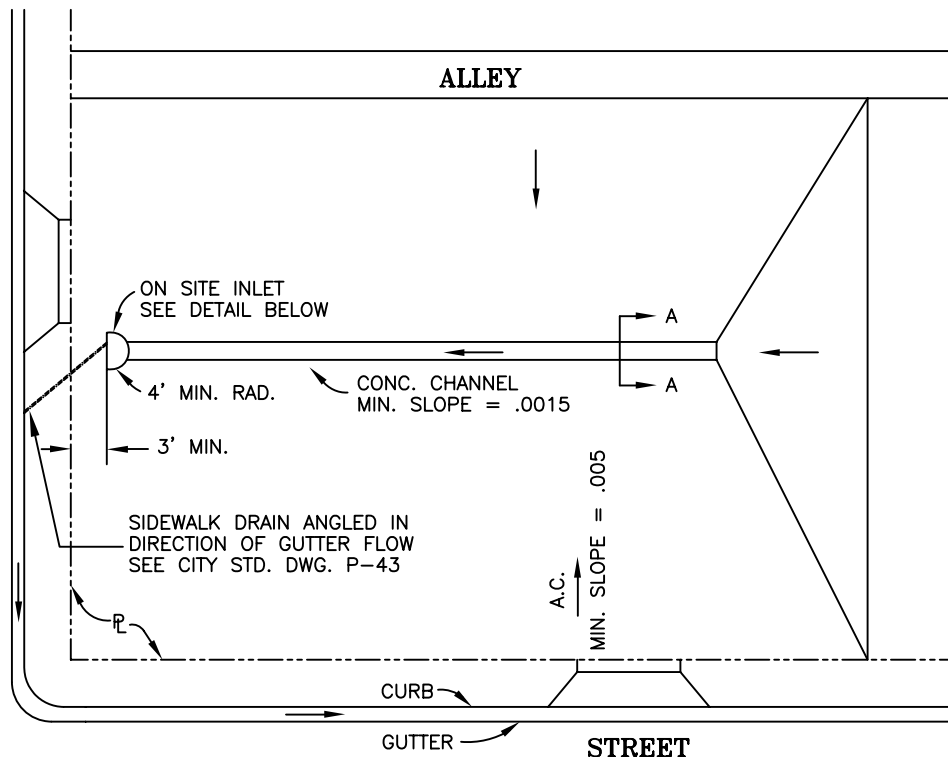
OPTIONAL-WITH APPROVED TEST

NOTES:

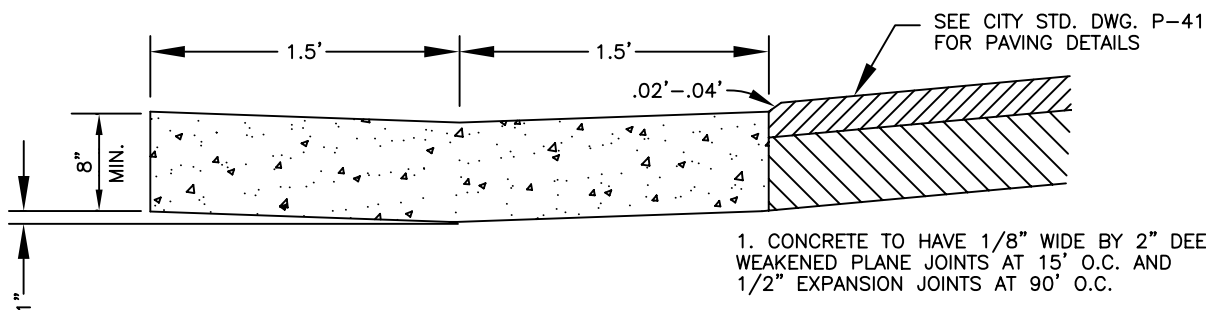
1. SURFACE DRAINAGE SHALL BE TO STREET.
2. PARKING BUMPERS TO BE PLACED SO THAT PARKED CARS WILL NOT OVERHANG ON SIDEWALKS OR STREETS.
3. THE OPTIONAL CROSS-SECTION MAY BE USED UPON SUBMISSION OF "R" VALUE TESTS TAKEN BY AN APPROVED LABORATORY SUBSTANTIATING THE USE OF EXISTING SOIL FOR THE BASE. A MINIMUM VALUE OF 65 WILL BE REQUIRED.
4. WHERE ASPHALT CONCRETE IS APPLIED TO THE NATIVE SOIL, WEED KILLER WILL BE REQUIRED BEFORE THE SURFACE MATERIAL IS PLACED. WEED KILLER TO BE APPLIED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION.
5. SURFACE DRAINAGE TO ALLEY ONLY BY WRITTEN APPROVAL OF THE CITY ENGINEER.
6. TEMPORARY PARKING LOTS (USE NOT TO EXCEED 60 DAYS) SHALL BE GRADED AND ROLLED SMOOTH. THE TOP 6" OF NATIVE SOIL SHALL BE COMPACTED TO 85% RELATIVE COMPACTION USING TEST METHOD ASTM 1557. A DUST PALLATIVE PER STATE STANDARD SPECIFICATIONS AT THE RATE OF 1 GAL./SQ. YD. TO OBTAIN A MINIMUM PENETRATION OF 1". THE MIXING RATIO SHALL BE 4:1 PER STATE STANDARD SPECIFICATIONS. THE DEVELOPER SHALL POST A BOND TO GUARANTEE REMOVAL OF ALL IMPROVEMENTS FOR A TEMPORARY PARKING LOT.

STREET

ALLEY



ON SITE INLET DETAIL

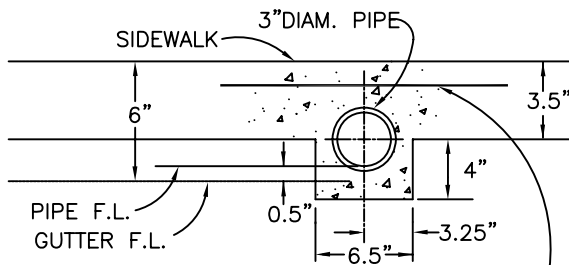


SECTION A-A

1. CONCRETE TO HAVE 1/8" WIDE BY 2" DEEP
WEAKENED PLANE JOINTS AT 15' O.C. AND
1/2" EXPANSION JOINTS AT 90' O.C.

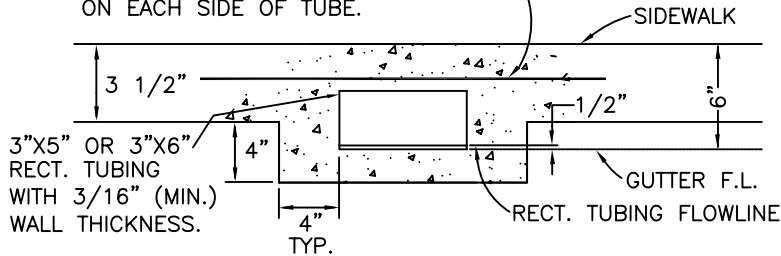
2. SURFACE DRAINAGE TO ALLEY ONLY BY WRITTEN
APPROVAL OF THE CITY ENGINEER.

3. SURFACE DRAINAGE OVER DRIVEWAY APPROACHES
AND SIDEWALKS IS NOT PERMITTED WHEN THE AREA
TO BE DRAINED EXCEEDS 1/4 ACRE.



3" DIAMETER PIPE UNDER WALK

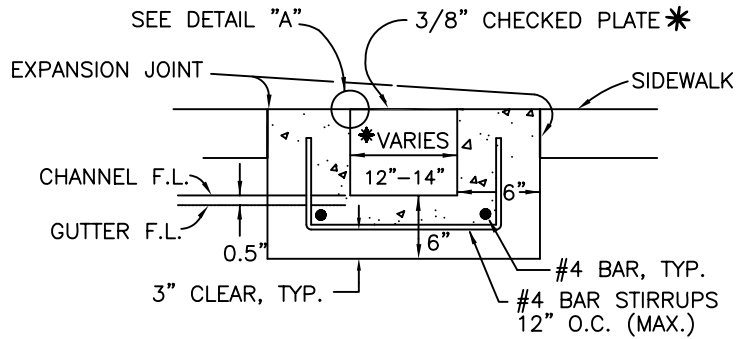
PROVIDE TWO LAYERS OF 6" X 6" WELDED WIRE MESH GAGE NO. 10, EXTEND 12" (MIN.) ON EACH SIDE OF TUBE.



RECTANGULAR STEEL TUBING UNDER WALK

NOTES:

1. FOR 3" OR SMALLER DIAMETER PIPE, SCH. 40 PVC IS PERMITTED.
2. DRAIN SHALL NOT BE CONSTRUCTED UNDER A DRIVEWAY APPROACH.
3. SIDEWALK DRAINS, EXCEPT CHANNELS, SHALL BE ANGLED THROUGH SIDEWALK IN DIRECTION OF GUTTER FLOW.
4. ALL DRAINS AND CHANNELS SHALL BE FLUSH W/FACE OF CURB.
5. DRAIN SLOPES SHALL BE 0.0100 FT/FT (MIN.) AND 0.042 FT/FT (MAX.).
6. SURFACE DRAINAGE OVER DRIVEWAY APPROACHES AND SIDEWALKS IS NOT PERMITTED WHEN THE AREA TO BE DRAINED EXCEEDS 1/4 ACRE.

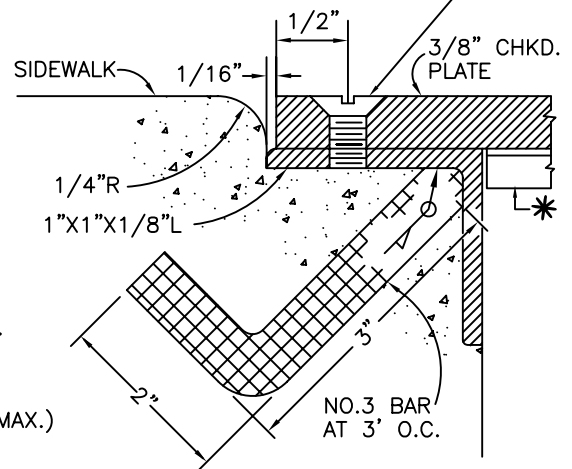


CHANNEL THROUGH WALK

*CHANNELS CAN BE WIDER UPON APPROVAL

* ONE SECTION OF 3/8" CHECKED PLATE SHALL NOT EXCEED 5 FEET IN LENGTH. FOR CHANNELS WIDER THAN 14" AND UP TO 24", PROVIDE 1"X 1"X 3/16" ANGLE IRON AT 12" O.C. WELDED ON THE UNDERSIDE OF THE CHECKED PLATE.

1/4"-20 N.C. X 1/2" F.H.M.S AT 24" O.C.



DETAIL "A"

AREAS TO BE DRAINED FROM PRIVATE PROPERTY TO PUBLIC STREETS

SURFACE AREA	TYPE OF SURFACE	DRAIN AREA REQUIRED	SIZE & NO. OF PIPES OR RECTANGULAR STEEL TUBE	SIZE & NO. OF CHANNELS
2 ACRES 200'X400'	PAVED GRASS	100 SQ. IN. 25 SQ. IN.	2-3"X6" RECT. TUBES	2-4"X14"
1.5 ACRES 200'X300'	PAVED GRASS	75 SQ. IN. 20 SQ. IN.	1-3" PIPE & 1-3"X6" R.T.	2-3"X12"
1 ACRE 200'X200'	PAVED GRASS	50 SQ. IN. 12 SQ. IN.	1-3"X5" RECT. TUBE	1-4"X14"
0.75 ACRE 150'X200'	PAVED GRASS	40 SQ. IN. 10 SQ. IN.	3-3"X6" RECT. TUBE or 1-3"X5" RECT. TUBE	1-4"X14"
0.5 ACRE 100'X200'	PAVED GRASS	30 SQ. IN. 6 SQ. IN.	2-3"X6" RECT. TUBE or 1-3" PIPE	1-3"X12"
0.25 ACRE 100'X100'	PAVED GRASS	16 SQ. IN. 3 SQ. IN.	1-3" PIPE & 1-3"X5" R.T. 1-3" PIPE	

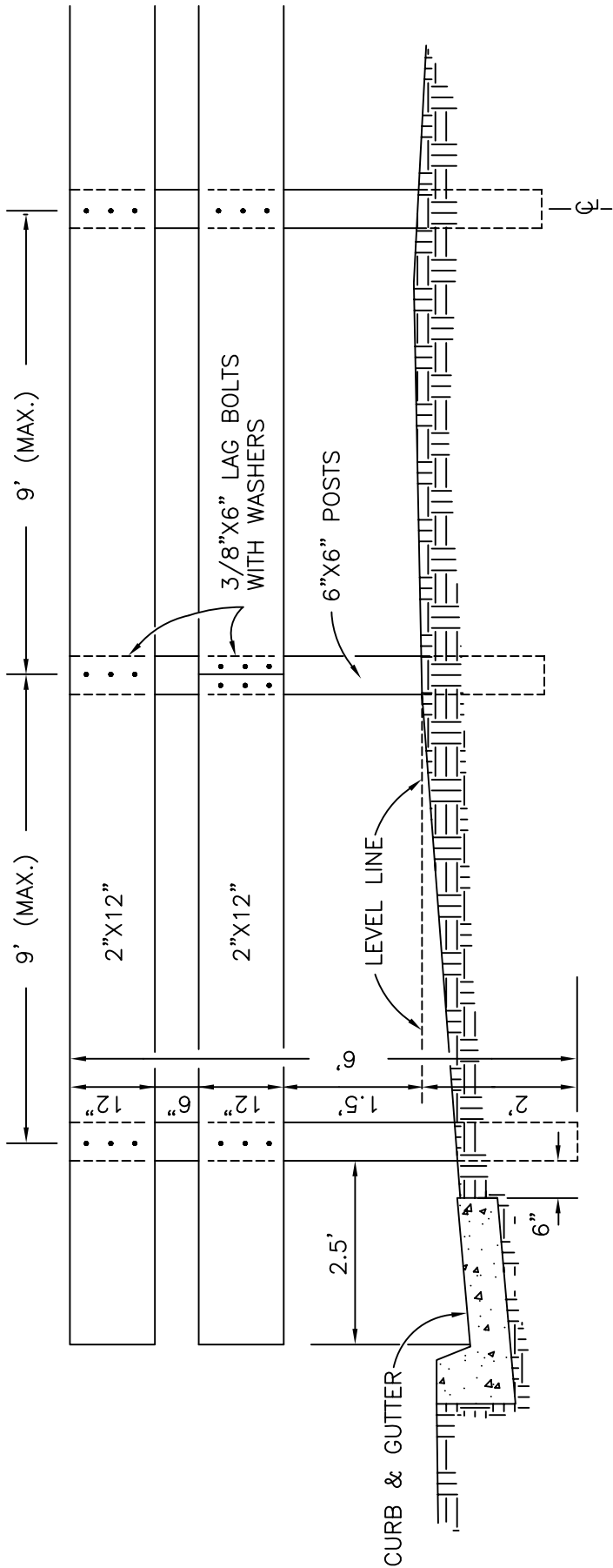
USE 1 ACRE = 200'X200' OR 100'X400'

AREA 3" DIA. PIPE = 7.1 SQ. IN.
AREA 3"X5" RECT. TUBE = 12.3 SQ. IN.
AREA 3"X6" RECT. TUBE = 14.9 SQ. IN.

AREA 4"X14" CHANNEL = 56 SQ. IN.
AREA 3"X12" CHANNEL = 36 SQ. IN.

TYPE OF LUMBER: POSTS – REDWOOD
RAILING – DOUGLAS FIR

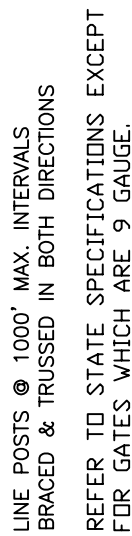
PAINT: TWO COATS OF EXTERIOR GRADE
WHITE PAINT SHALL BE APPLIED
TO ALL WOOD SURFACES.



NOTE:

1. BARRICADE MUST BE FULL WIDTH BETWEEN FACES OF CURBS.
2. APPROPRIATE SIGNS AND REFLECTORS TO BE DESIGNATED BY THE DEPT. OF PUBLIC WORKS.
3. BARRICADE TO BE LOCATED INSIDE OF STREET R/W $\pm 1'$.
4. BARRICADE TO BE INSTALLED WITHIN SEVEN DAYS OF COMPLETION OF STREET CONSTRUCTION.

TEMPORARY TIMBER BARRICADE



RESIDENCE SIDE
PROPERTY LINE

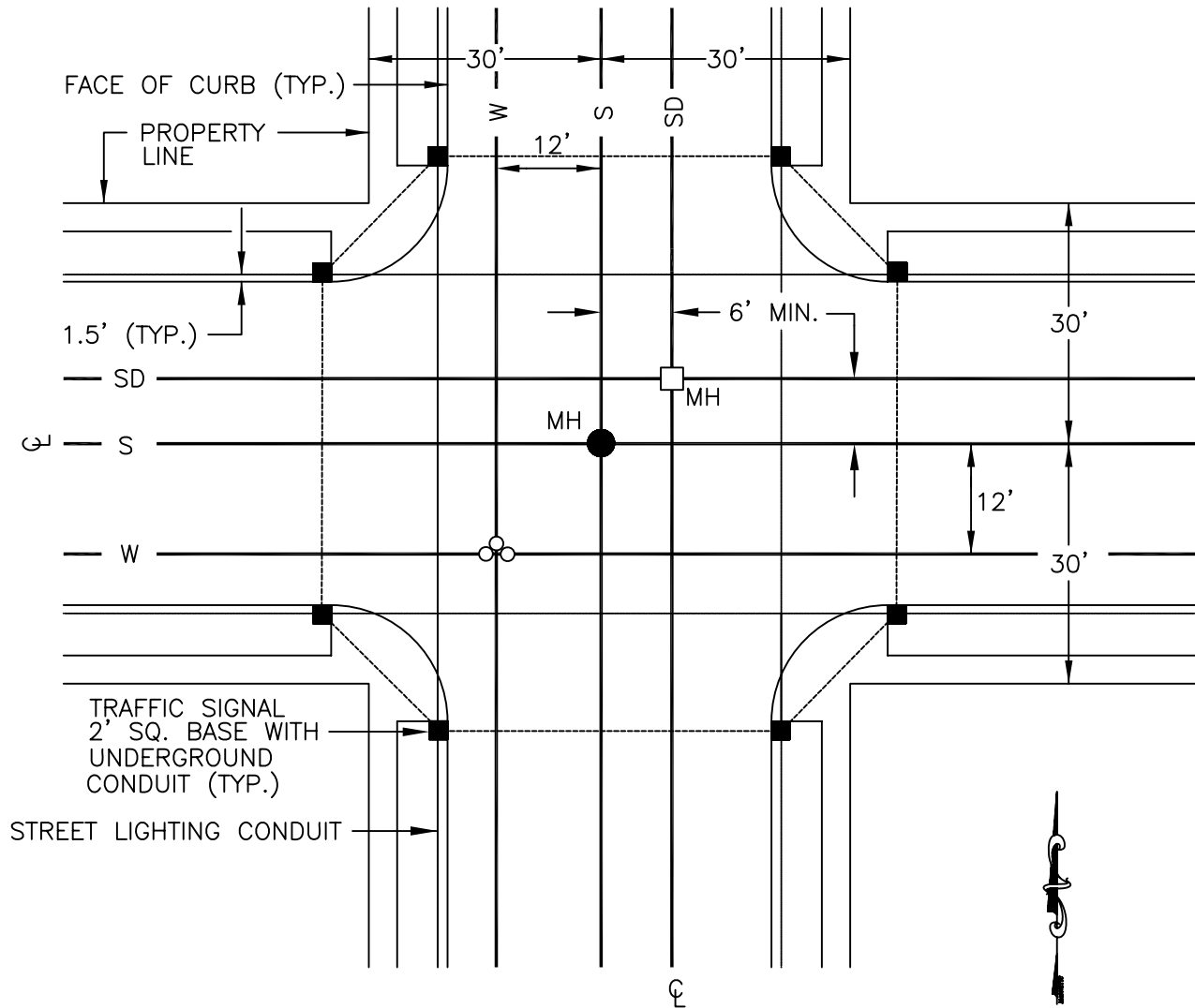
**8" MOW STRIP
CENTERED ON POSTS**

-TYPICAL-
Mow Strip

P-45

LEGEND

- S - SANITARY SEWER
- SD- STORM SEWER
- W - WATER MAIN
- ℄ CENTERLINE OF PROPOSED STREET



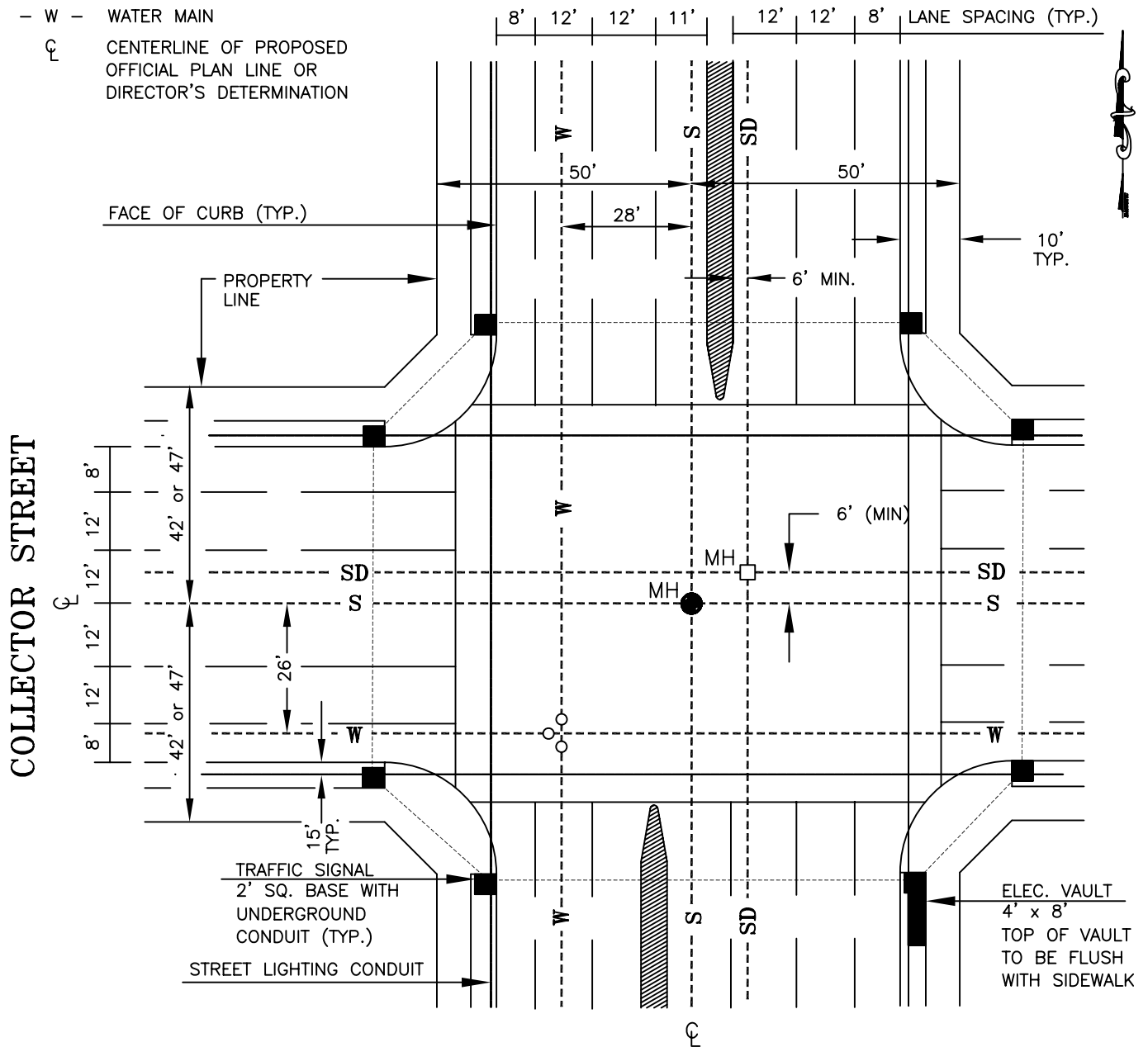
NOTES:

1. THIS "STANDARD" IS A GUIDE ONLY AND DEVIATIONS WILL BE ACCEPTABLE WHERE CONDITIONS DICTATE.
2. DIMENSIONS SHOWN ARE DESIRABLE, BUT DO NOT GOVERN. THE INTENTION IS TO SHOW THE RELATIVE POSITION OF ALL UTILITIES.

APPROVED BY SUBSTRUCTURE COMMITTEE.

LEGEND

- S - SANITARY SEWER
- SD- STORM SEWER
- W - WATER MAIN
- CL CENTERLINE OF PROPOSED OFFICIAL PLAN LINE OR DIRECTOR'S DETERMINATION

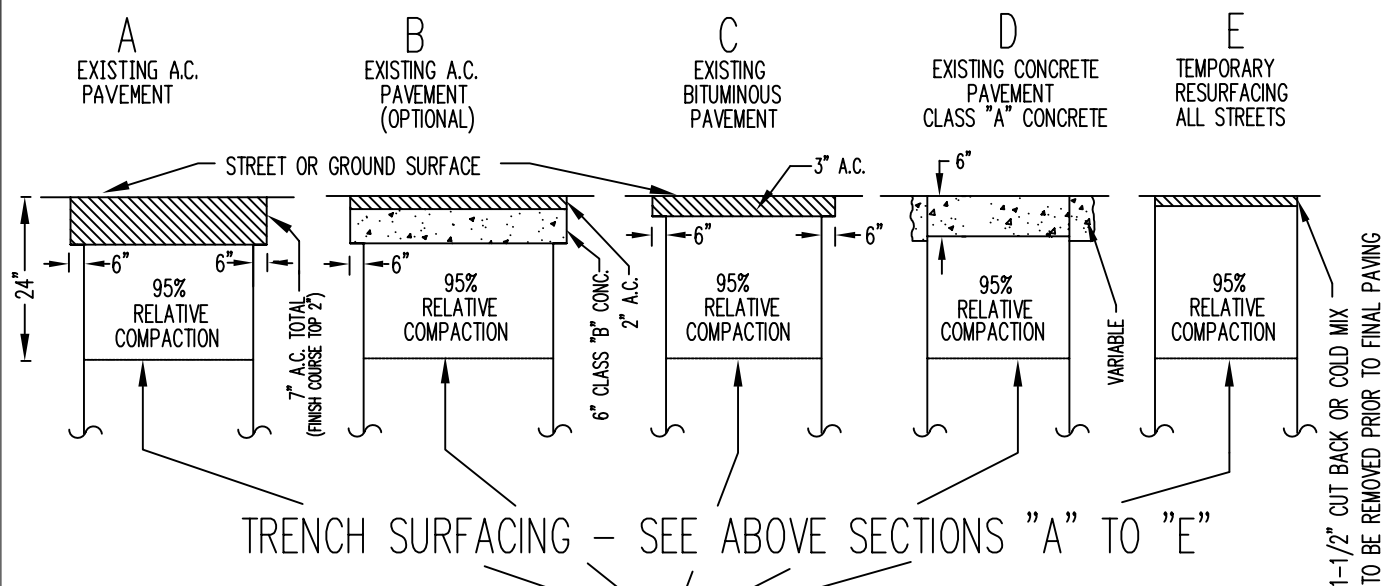


NOTES:

ARTERIAL STREET

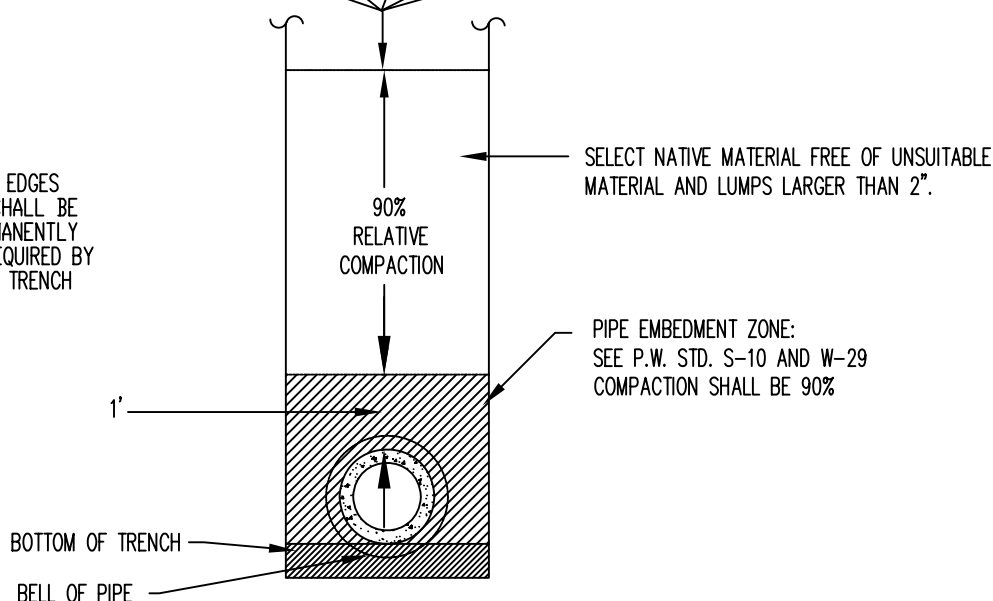
1. THIS "STANDARD" IS A GUIDE ONLY AND DEVIATIONS WILL BE ACCEPTABLE WHERE CONDITIONS DICTATE.
2. DIMENSIONS SHOWN ARE DESIRABLE, BUT DO NOT GOVERN. THE INTENTION IS TO SHOW THE RELATIVE POSITION OF ALL UTILITIES.

APPROVED BY SUBSTRUCTURE COMMITTEE.



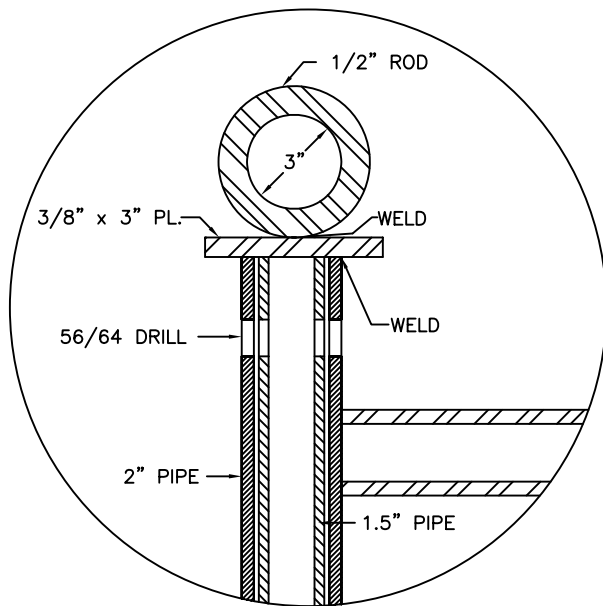
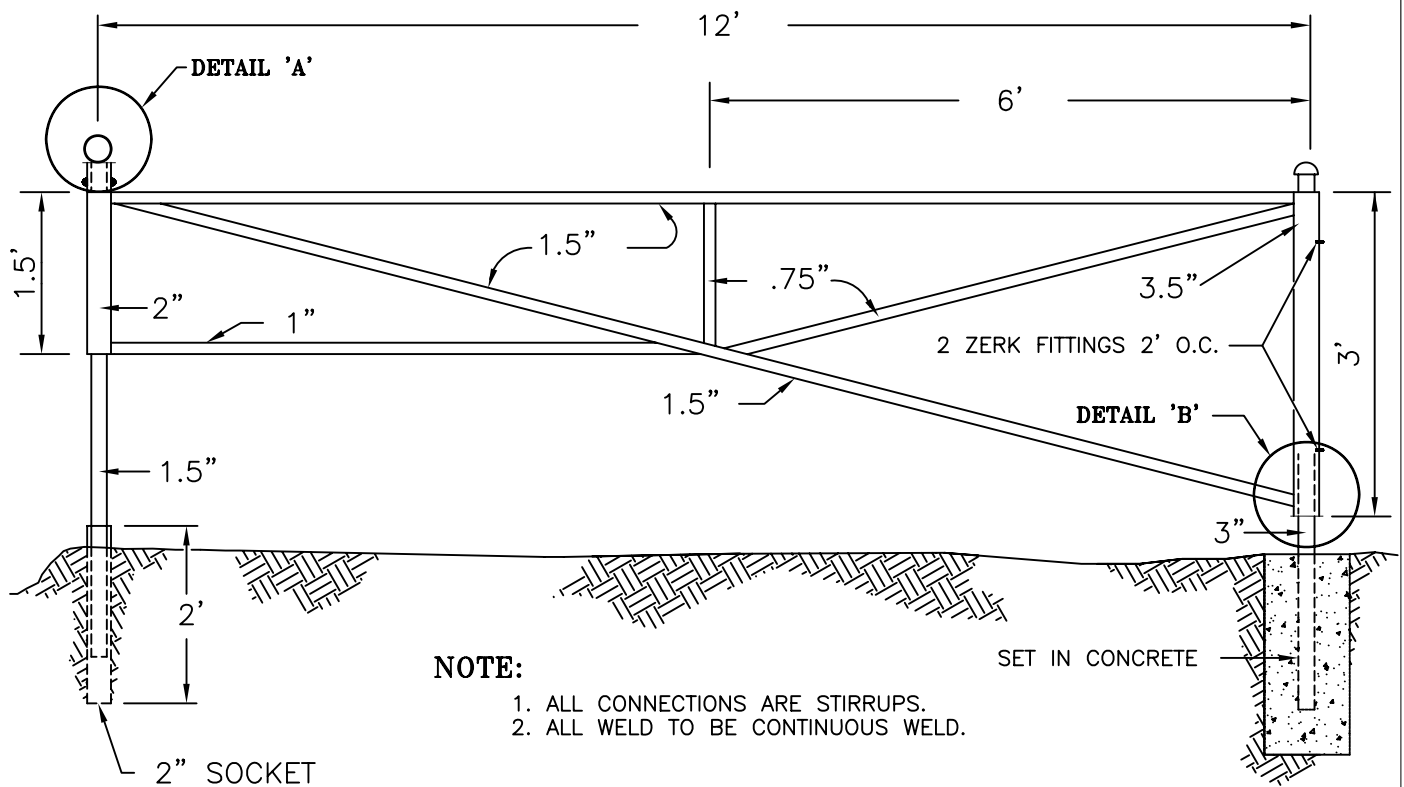
NOTE:

SAWCUTTING OF TRENCH EDGES TO A STRAIGHT LINE SHALL BE REQUIRED IN ALL PERMANENTLY PAVED AREAS OR AS REQUIRED BY THE ENGINEER PRIOR TO TRENCH RESURFACING.

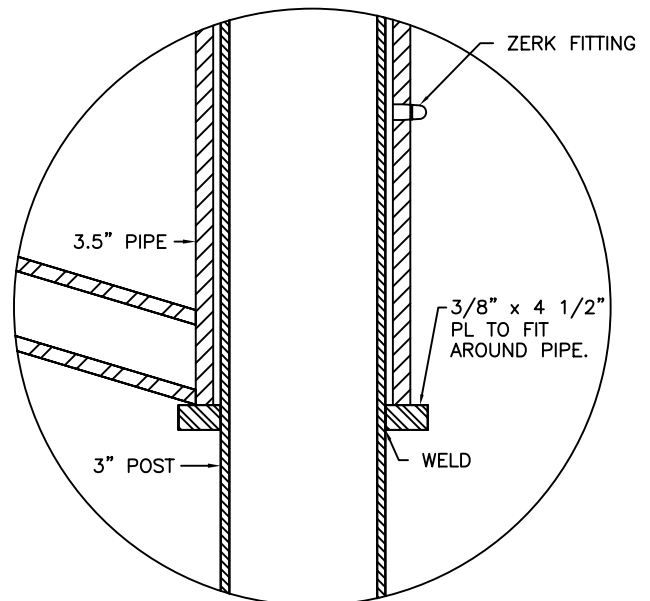


NOTE:

1. TYPE "C" MAY BE USED WHEN TRENCH WIDTH IS LESS THAN 4'.
2. TEMPORARY RESURFACING AS SHOWN ON SECTION "E," SHALL BE REQUIRED IN ALL STREET INTERSECTIONS, OR AS DIRECTED BY THE ENGINEER.
3. TEST ASTM D1557 FOR ALL RELATIVE COMPACTION DETERMINATIONS, STATE OF CALIFORNIA.
4. A.C. = ASPHALT CONCRETE.
5. THE PAVEMENT SECTIONS SHOWN ABOVE ARE MINIMUM, AND IF THE EXISTING STRUCTURAL SECTION IS GREATER, IT SHALL BE MATCHED UNLESS THE ENGINEER APPROVES OTHERWISE.
6. AT THE OPTION OF THE ENGINEER, SAND SLURRY (MIN. 1 SACK MIX) SHALL BE SUBSTITUTED.
7. ALL MAJOR STREETS SHALL HAVE A MIN. OF 7 INCHES A.C.
8. IF THERE IS LESS THAN 2 FEET BETWEEN THE EDGE OF A TRENCH CUT AND A CONC. IMPROVEMENT, OR EDGE OF PAVING, THEN REMOVE AND REPLACE THE A.C. PAVEMENT FROM THE EDGE OF THE TRENCH CUT TO THE CONCRETE IMPROVEMENT, OR EDGE OF PAVING.
9. MATCH EXISTING STRUCTURAL SECTION WHEN TRENCH WIDTH IS GREATER THAN OR EQUAL TO 4' UNLESS THE ENGINEER APPROVES OTHERWISE.
10. RESURFACING SHALL BE 7 INCHES A.C. WHEN TRENCH WIDTH IS LESS THAN 4' UNLESS THE ENGINEER APPROVES OTHERWISE.

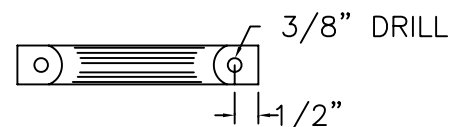
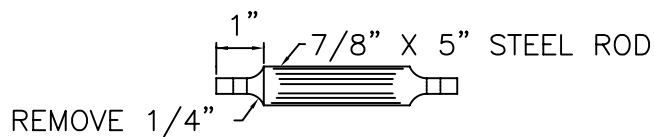


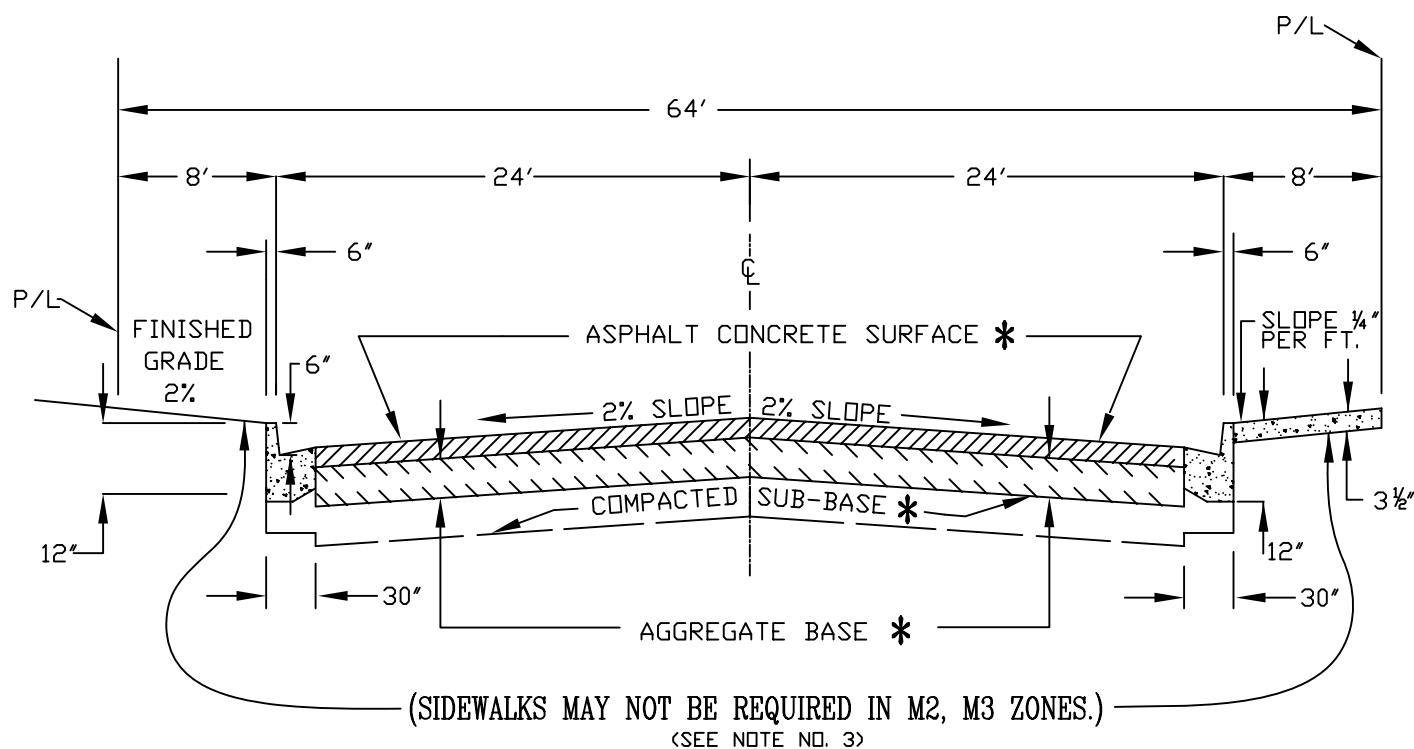
DETAIL 'A'



DETAIL 'B'

DETAIL SCALE: 1/4" = 1"

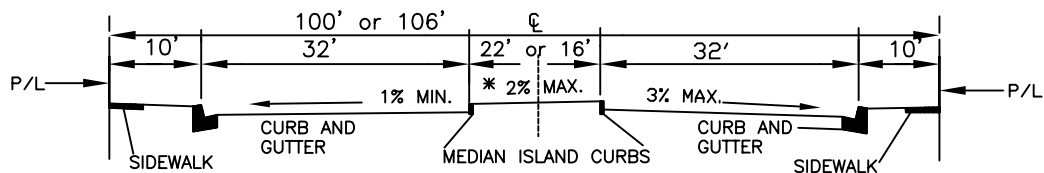




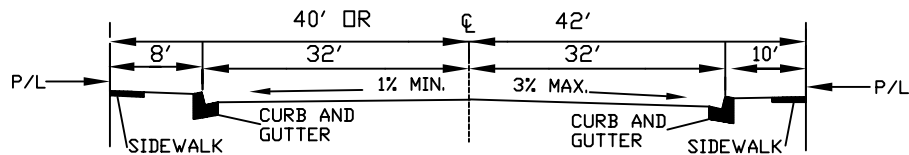
* THICKNESS BASED UPON TRAFFIC INDEX FOR SPECIFIC STREET.
BASED UPON CALTRANS METHOD FOR FLEXIBLE PAVEMENT DESIGN

NOTES:

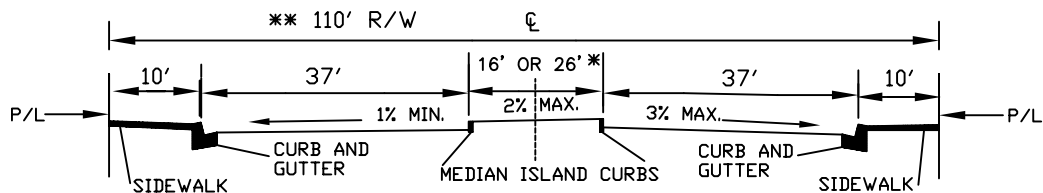
1. ACTUAL SECTION DEPENDS ON TRAFFIC INDEX AND SOIL TESTS.
2. WHERE NO SIDEWALK IS CONSTRUCTED, FINISH GRADE SHALL BE 2% FROM BACK OF CURB TO PROPERTY LINE.
3. SIDEWALKS MAY BE WAIVED IN M ZONES UPON APPROVAL OF THE PUBLIC WORKS DIRECTOR.



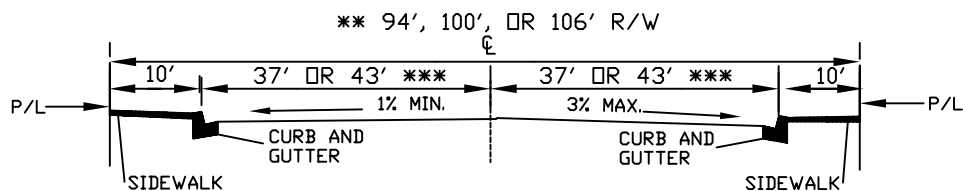
DIVIDED ARTERIAL (INFILL AREAS)



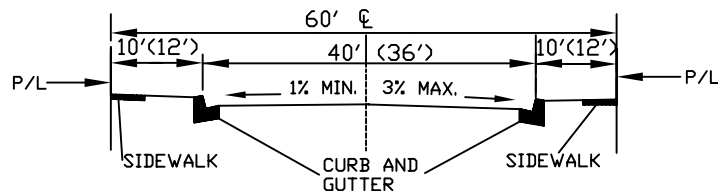
UNDIVIDED COLLECTOR (INFILL AREAS)



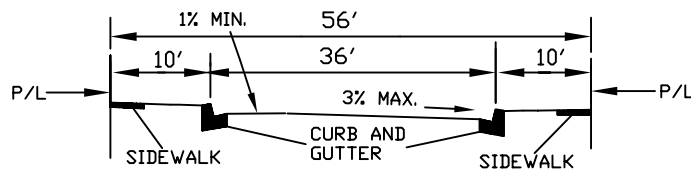
DIVIDED ARTERIAL (NEW GROWTH AREAS)



UNDIVIDED COLLECTORS (NEW GROWTH AREAS)



60' STREET



56' STREET

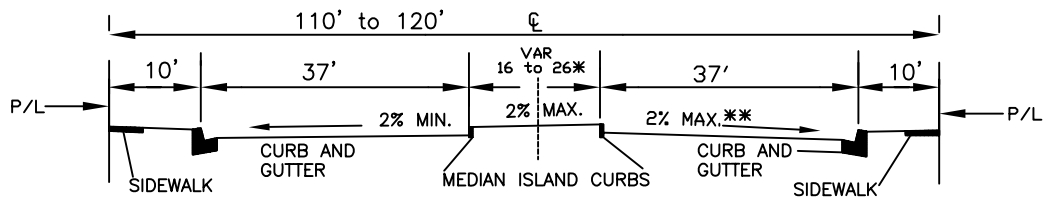
NOTE: FOR ADDITIONAL STREET SECTIONS THAT MAY BE USED, SEE P.W. DWGS. API-1 THROUGH API-5.

* FOR DUAL LEFT HAND TURN LANES USE 26'

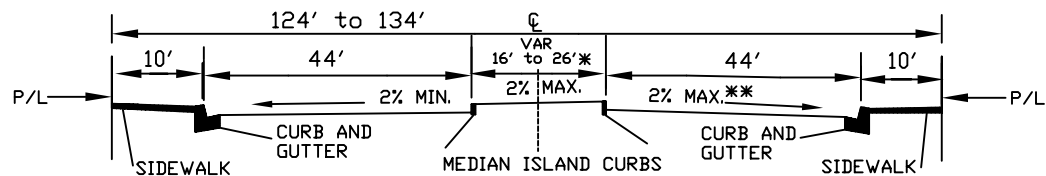
** SEE P-69 FOR ADDITIONAL WIDTH AT MAJOR STREET INTERSECTIONS.

*** 37' FOR NO PARKING OR 43' WITH ON-STREET PARKING AND BIKE LANES

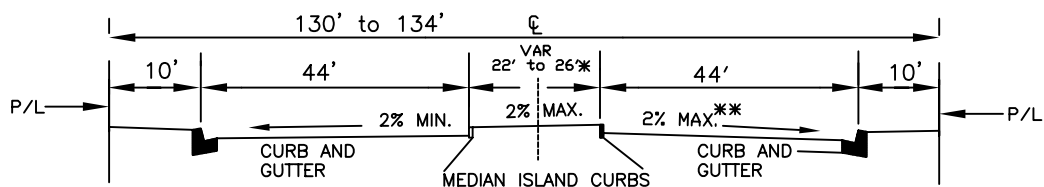
OFFSET CROWN REQUIRES APPROVAL OF THE CITY ENGINEER
DEVIATIONS FROM STANDARDS REQUIRE APPROVAL OF THE CITY ENGINEER



6-LANE ARTERIAL (INFILL AREAS)



6-LANE ARTERIAL OR SUPER ARTERIAL (NEW GROWTH AREAS)



EXPRESSWAY

* FOR DUAL LEFT HAND TURN LANES USE 26'

** INFILL 1% TO 3% MAX

SEE P-69 FOR ADDITIONAL WIDTH
AT MAJOR STREET INTERSECTIONS

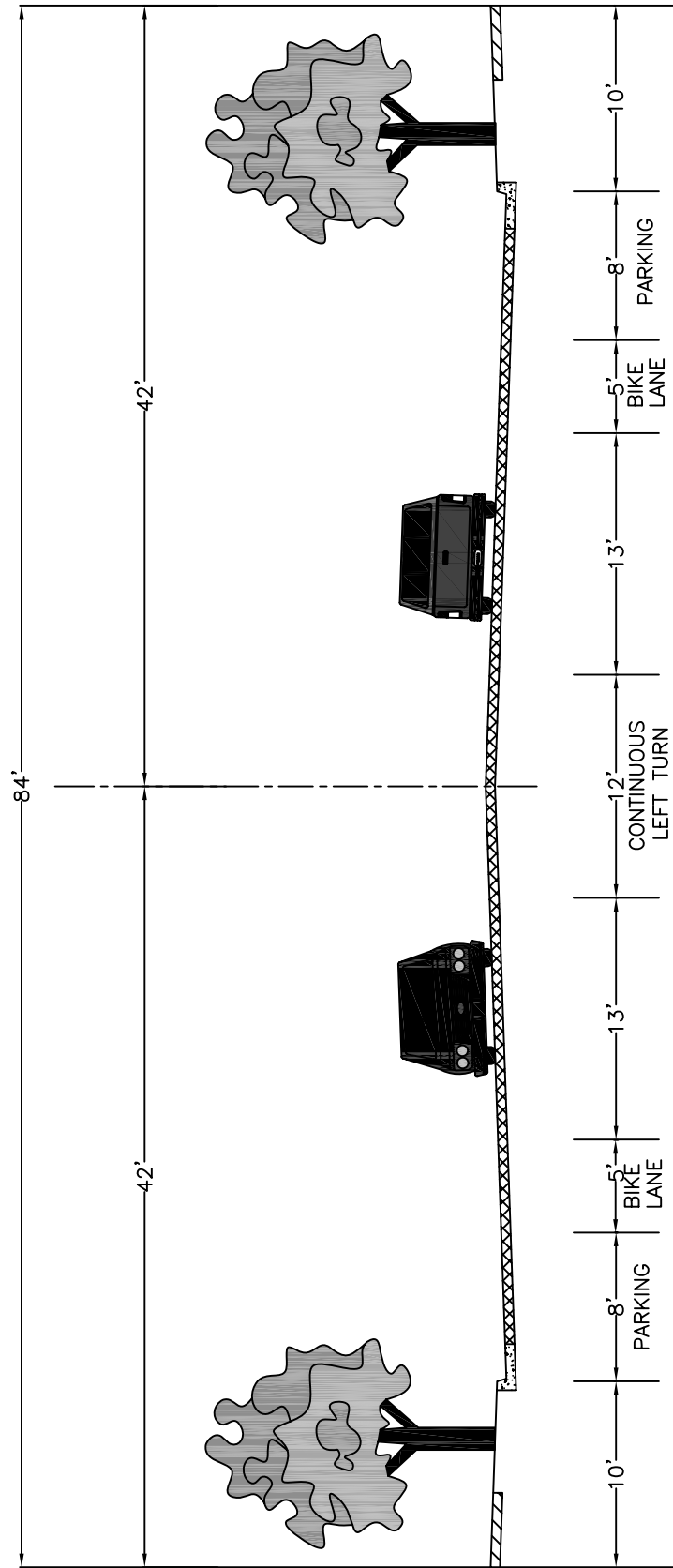
NOTE: FOR ADDITIONAL STREET SECTIONS THAT MAY BE USED,
SEE P.W. DWGS. API-1 THROUGH API-5.

OFFSET CROWN REQUIRES APPROVAL OF THE CITY ENGINEER
DEVIATIONS FROM STANDARDS REQUIRE APPROVAL OF THE CITY ENGINEER

TYPICAL STREET CROSS-SECTION

REF. & REV.
NOV., 2007

CITY OF FRESNO
P-52A



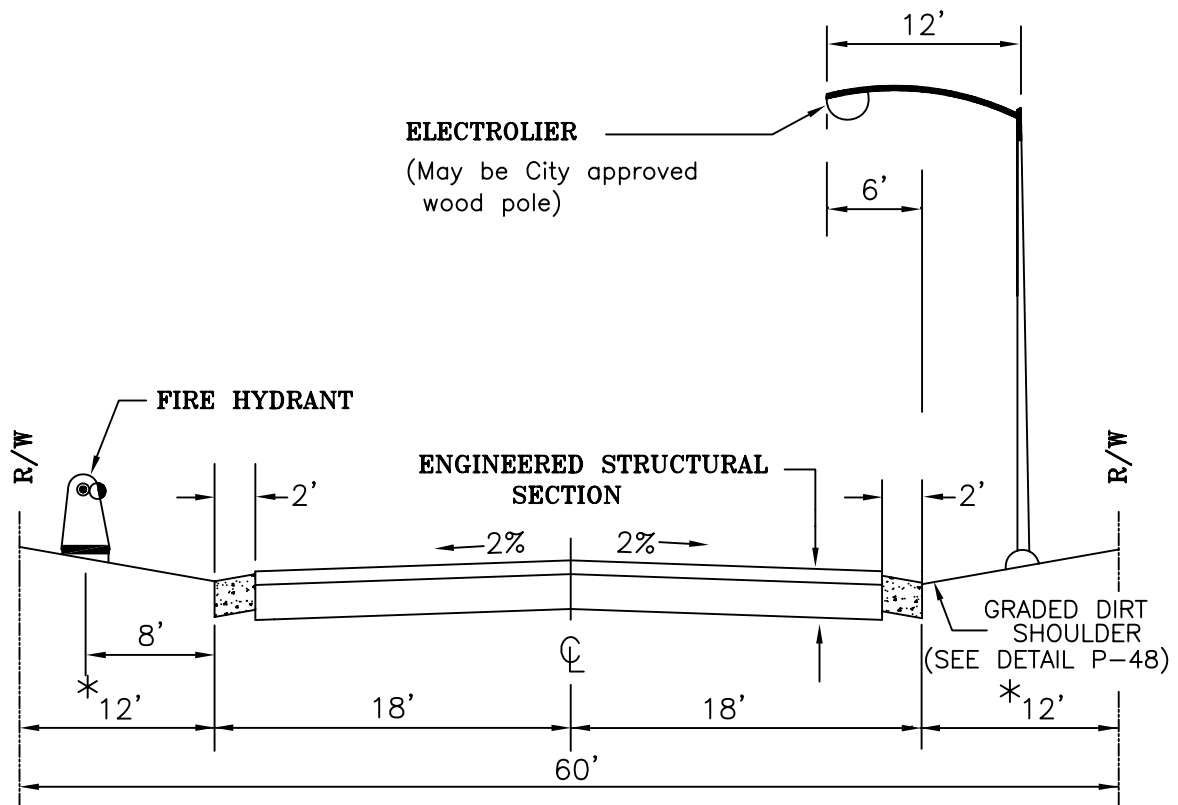
SCALE
1" = 10'

NOTE: THE 3-LANE COLLECTOR STRIPING AS SHOWN ON THIS DRAWING SHALL ONLY BE UTILIZED WHEN APPROVED BY THE CITY TRAFFIC ENGINEER.

3-LANE COLLECTOR AT MID-BLOCK

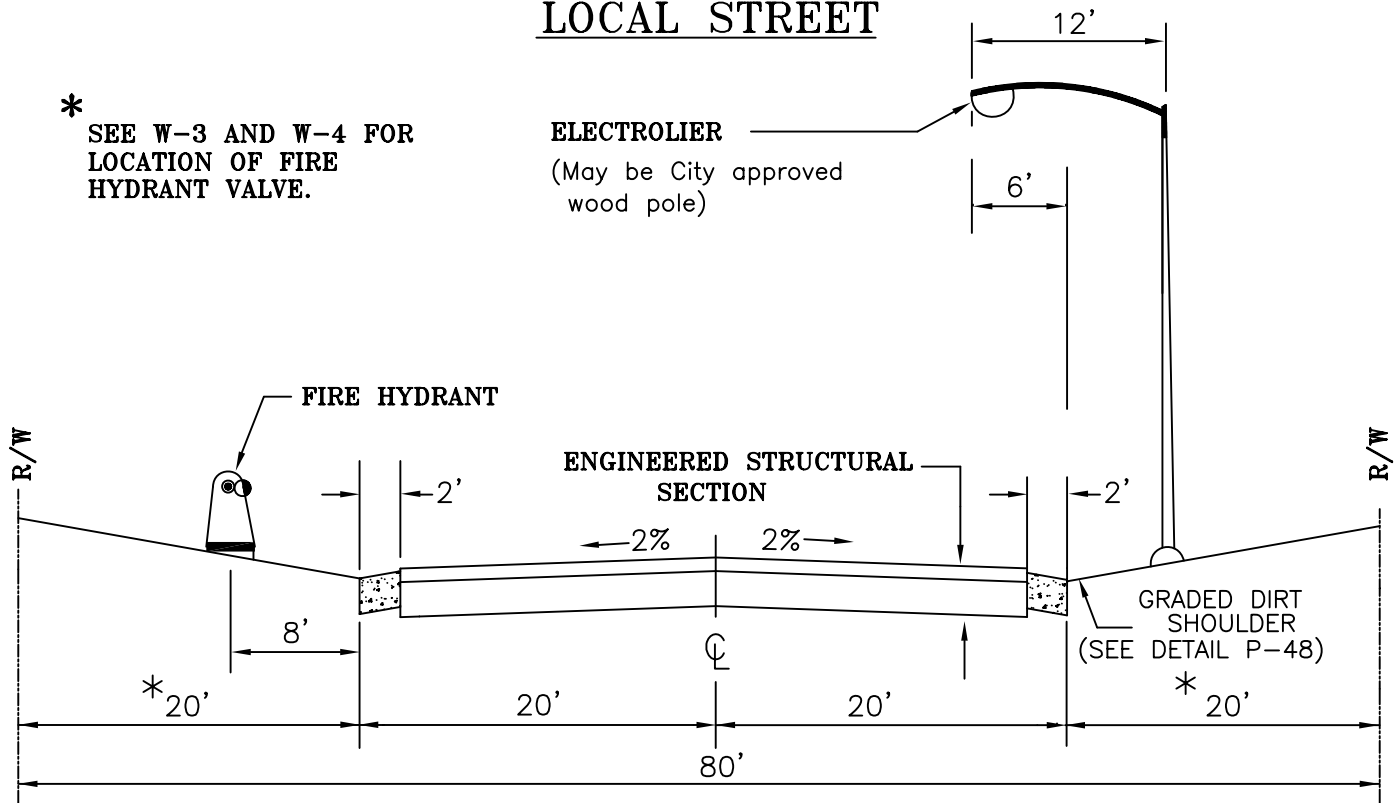
REF. & REV.
NOV., 2007

CITY OF FRESNO
P-52B



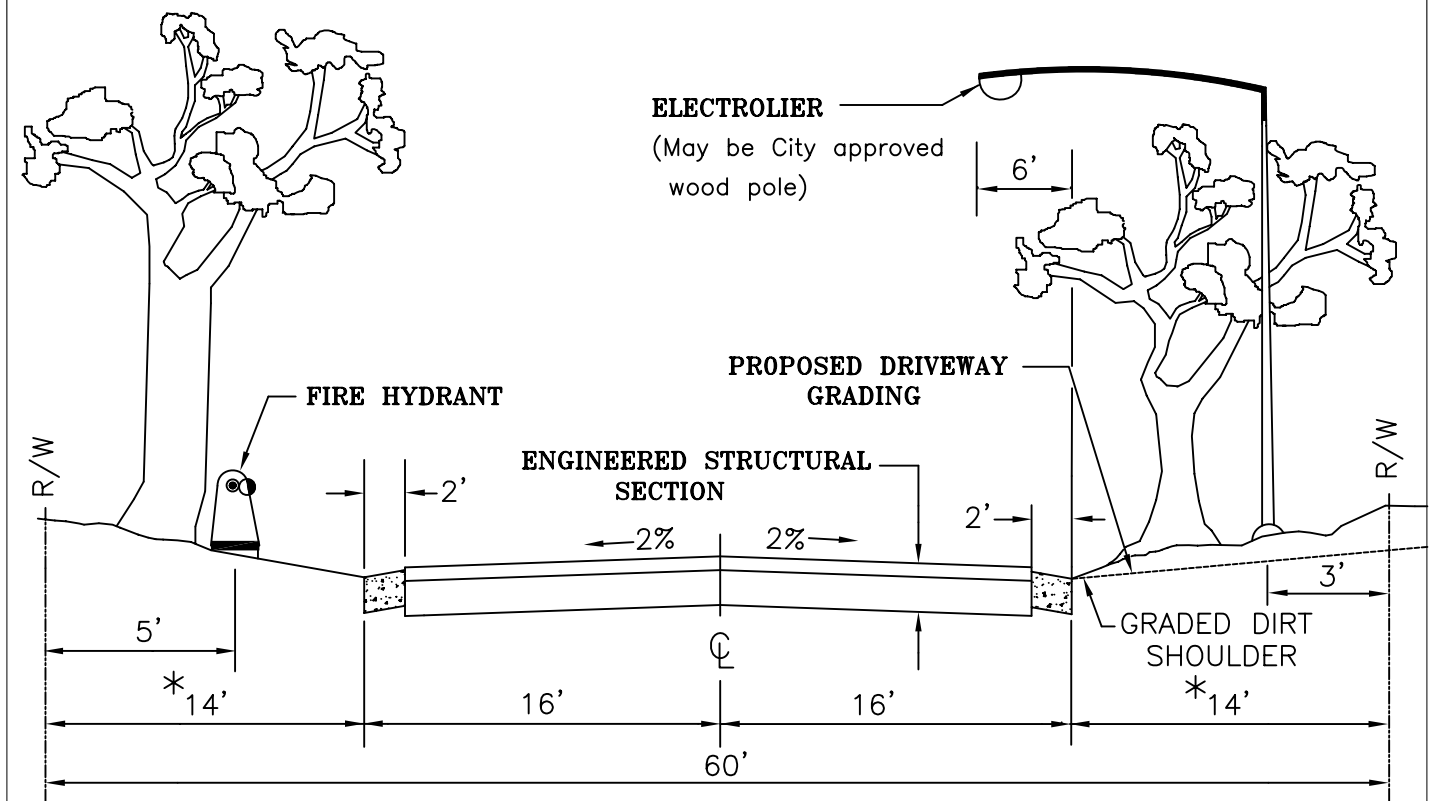
LOCAL STREET

*
SEE W-3 AND W-4 FOR
LOCATION OF FIRE
HYDRANT VALVE.

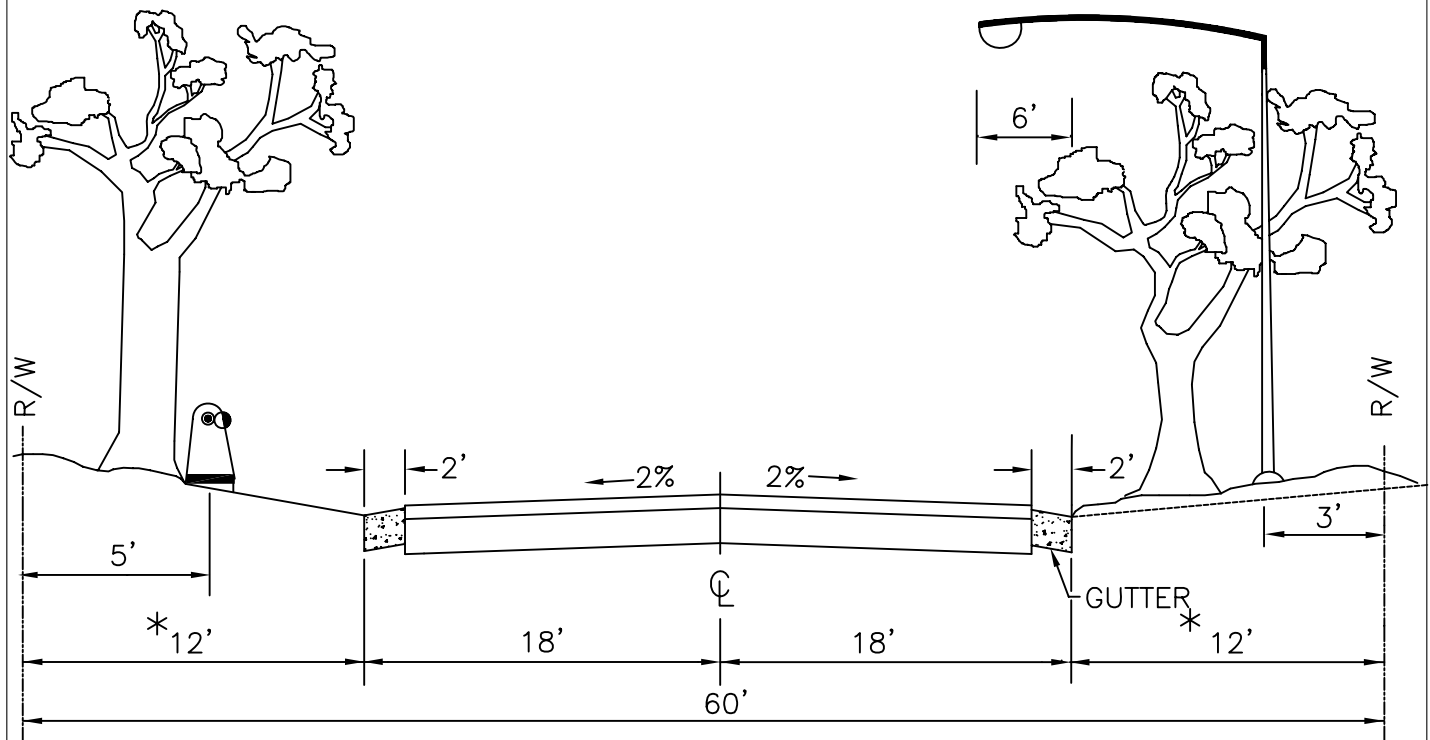


ONE HALF MILE LOCAL STREET

*
NO PAVEMENT OR BASE INSTALLATION (GRAVEL, SUBBASE, ETC.)
EXCEPT FOR DRIVEWAY APPROACHES IN THIS AREA.



LOCAL STREET

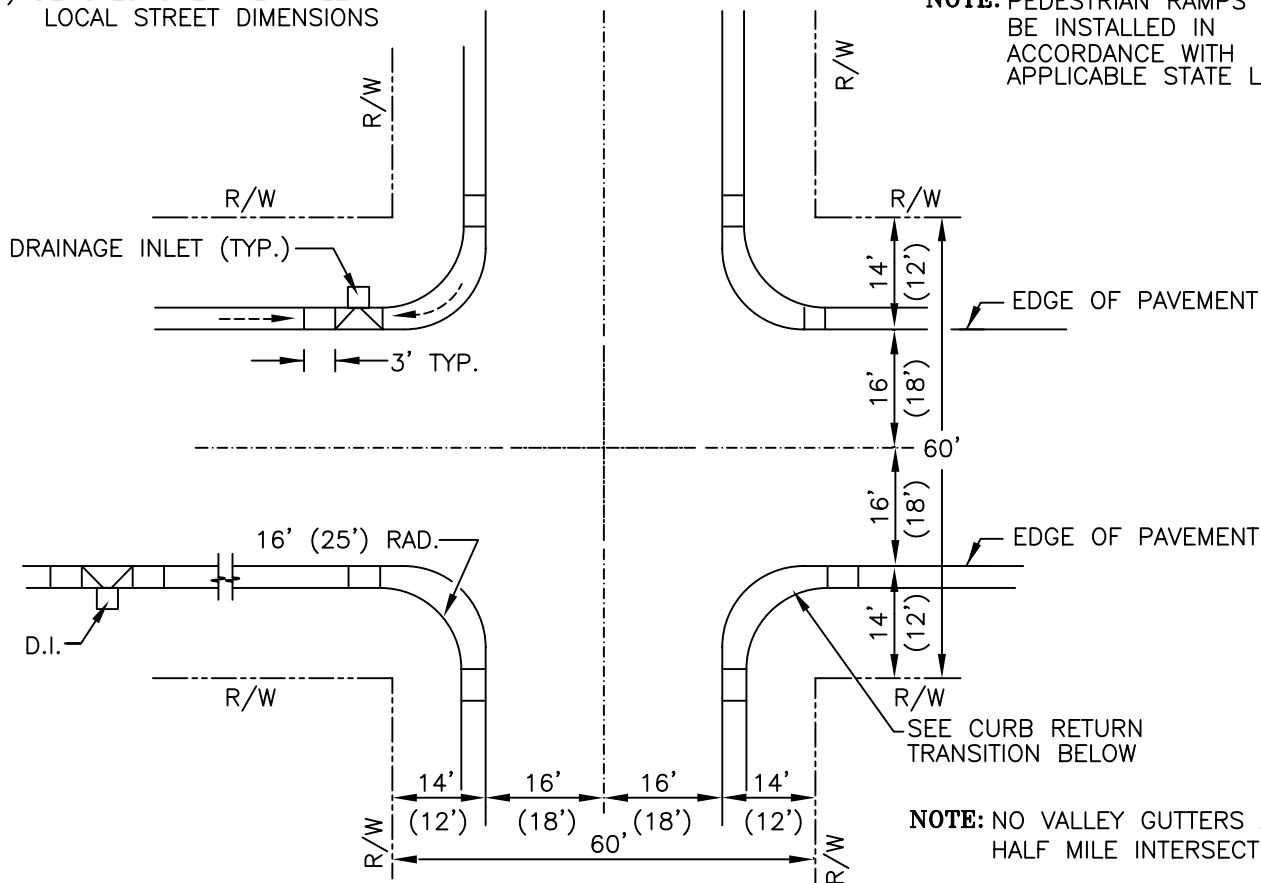


ONE HALF MILE LOCAL STREET

* NO PAVEMENT OR BASE INSTALLATION (GRAVEL, SUBBASE, ETC.) EXCEPT FOR DRIVEWAY APPROACHES IN THIS AREA.

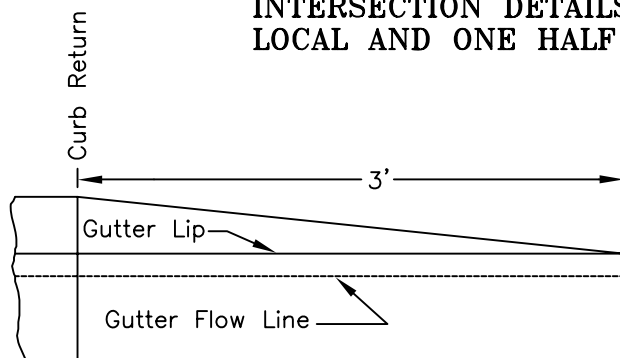
() DENOTES ONE HALF MILE
LOCAL STREET DIMENSIONS

NOTE: PEDESTRIAN RAMPS WILL
BE INSTALLED IN
ACCORDANCE WITH
APPLICABLE STATE LAWS.

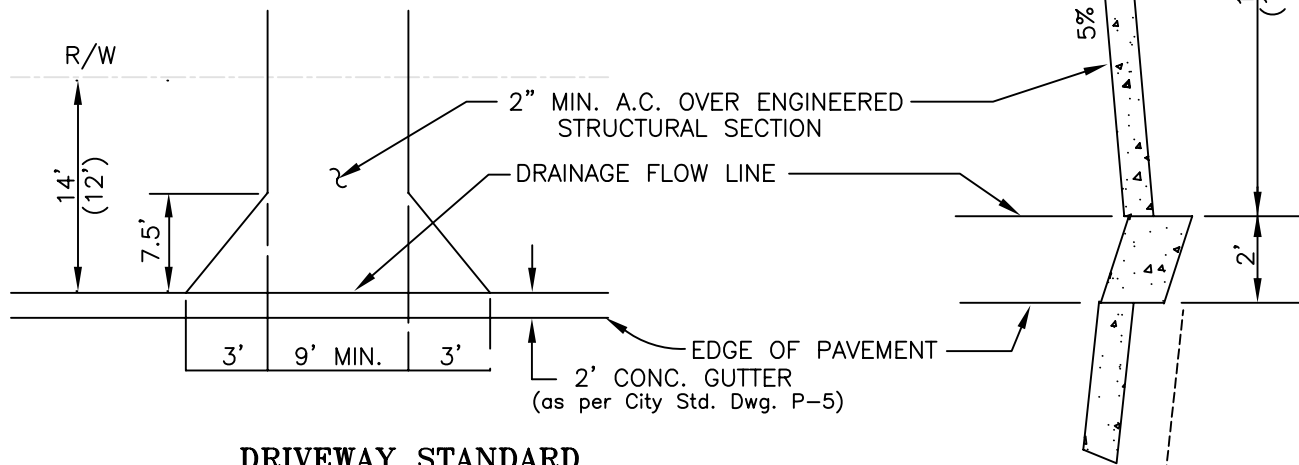
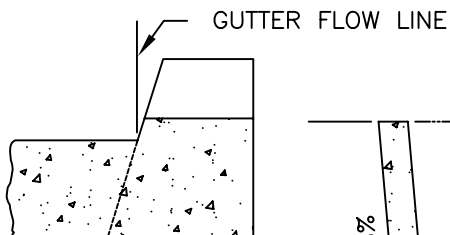


NOTE: NO VALLEY GUTTERS AT ONE
HALF MILE INTERSECTIONS.

INTERSECTION DETAILS FOR MODIFIED LOCAL AND ONE HALF MILE LOCAL STREETS

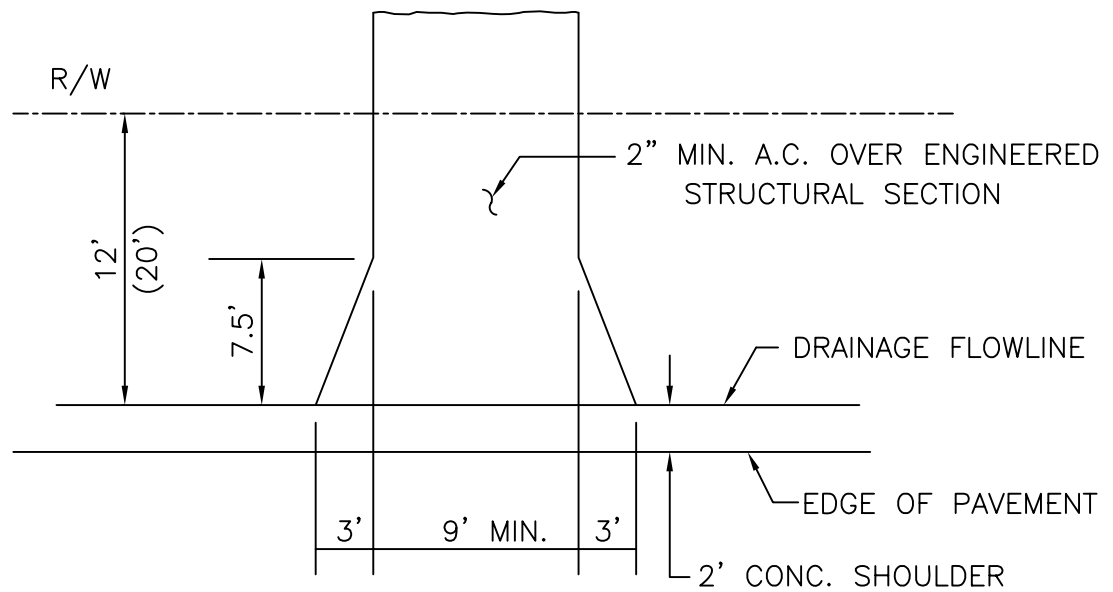


CURB RETURN TRANSITION

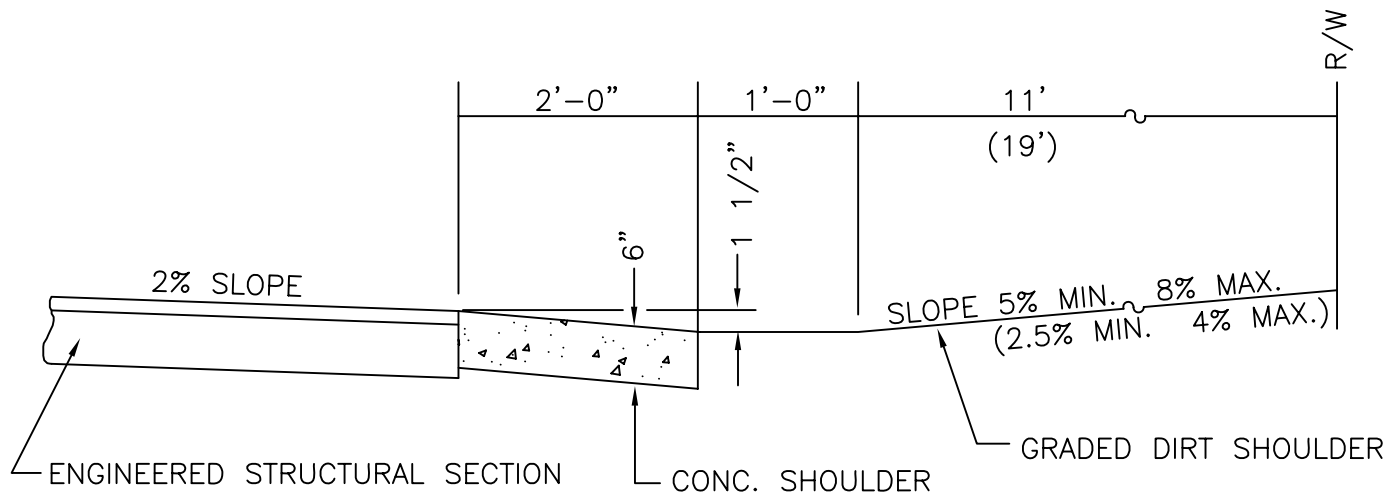


DRIVEWAY STANDARD

() DENOTES ONE HALF MILE LOCAL STREET DIMENSIONS.

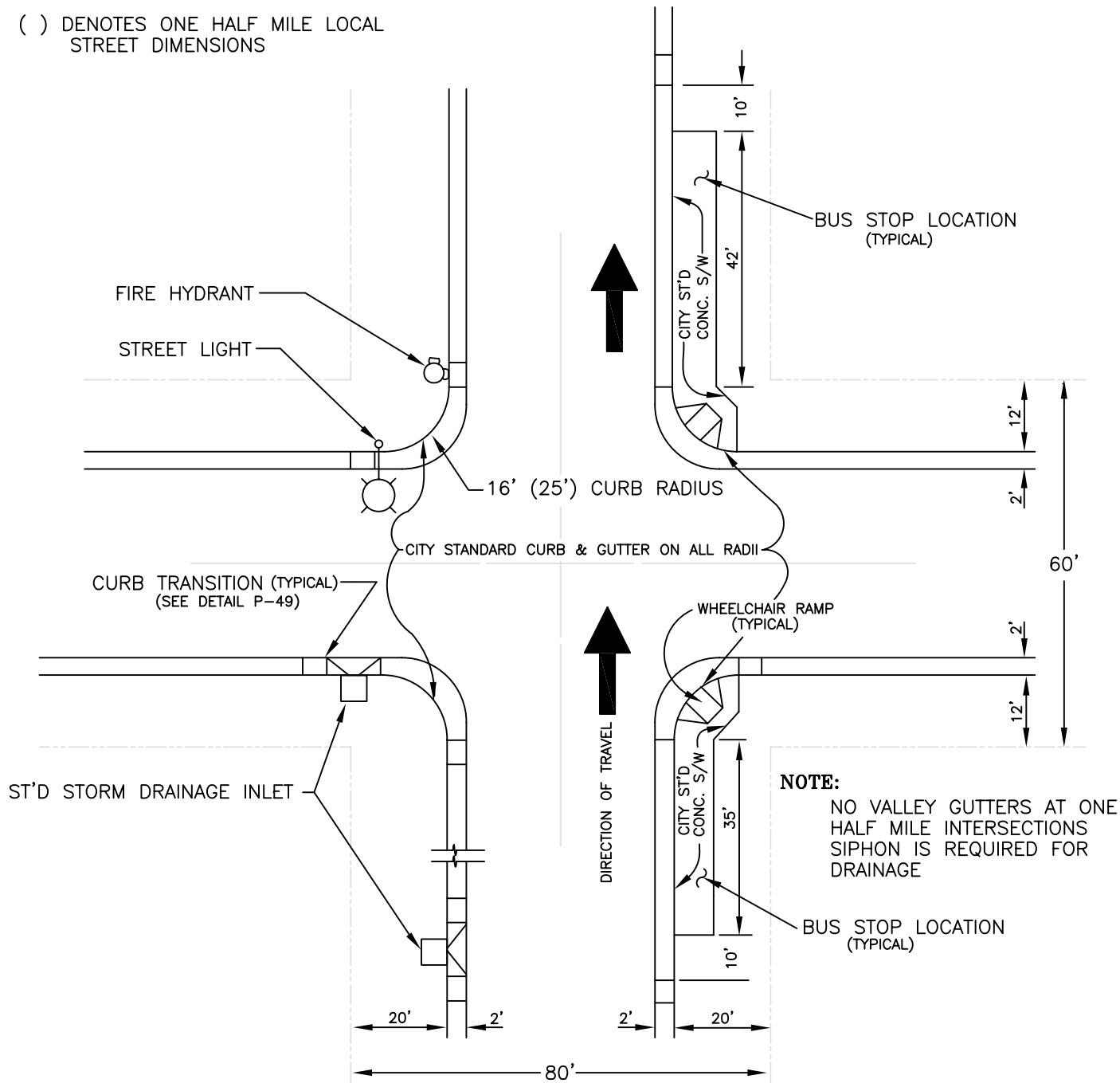


DRIVEWAY STANDARD

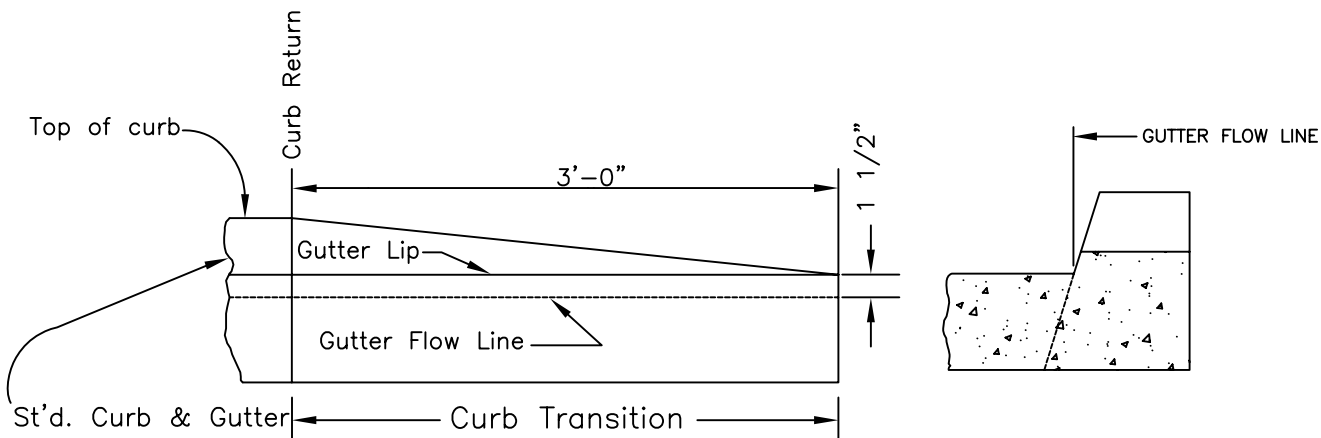


SHOULDER GRADING DETAIL

() DENOTES ONE HALF MILE LOCAL STREET DIMENSIONS



NOTE: Major streets require full street improvements to current urban standards.



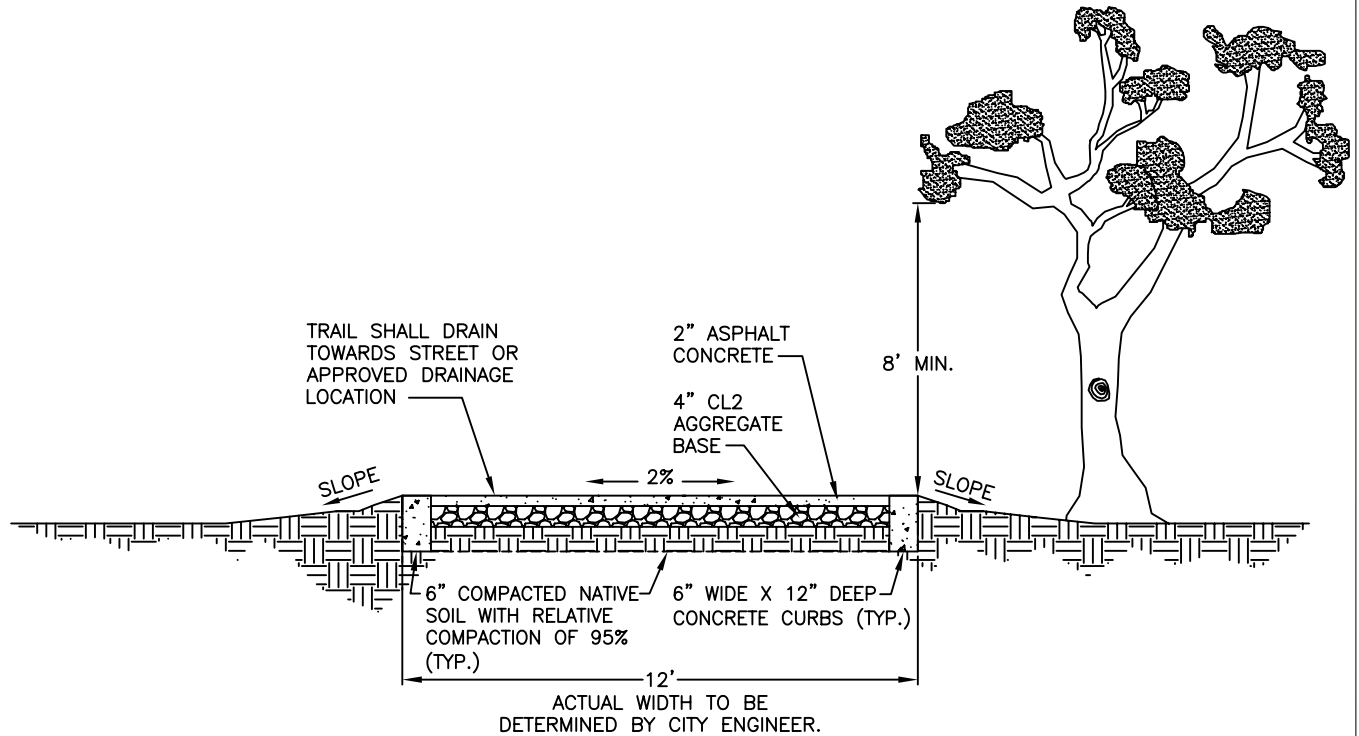
INTERSECTION DETAILS FOR MODIFIED STREETS (LOCAL & 1/2 MILE LOCAL)

REF. & REV.
AUG., 2002

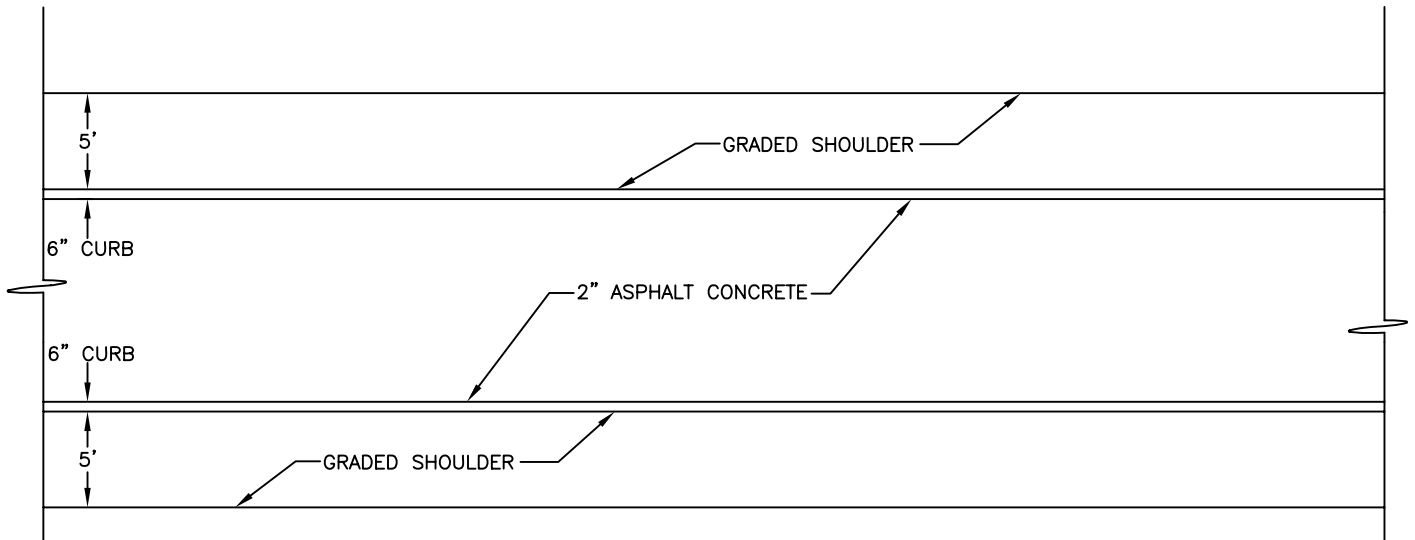
CITY OF FRESNO
P-57

NOTE

1. THIS STANDARD SHALL BE USED ONLY UPON APPROVAL BY CITY ENGINEER.
2. THIS STANDARD SHALL NOT BE USED IN AREAS OF INUNDATION.
3. CITY ENGINEER MAY PERMIT A CURVILINEAR DESIGN. PRECISE DATA SHALL BE PROVIDED TO STAKE THE ALIGNMENT AND SET APPROPRIATE GRADES.



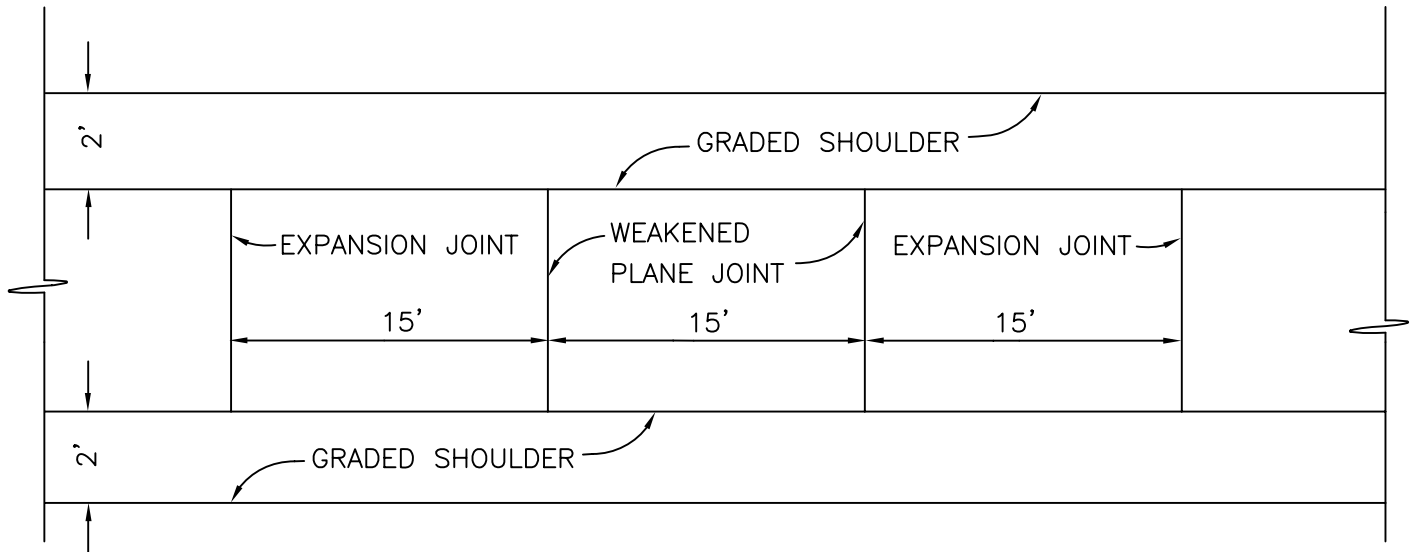
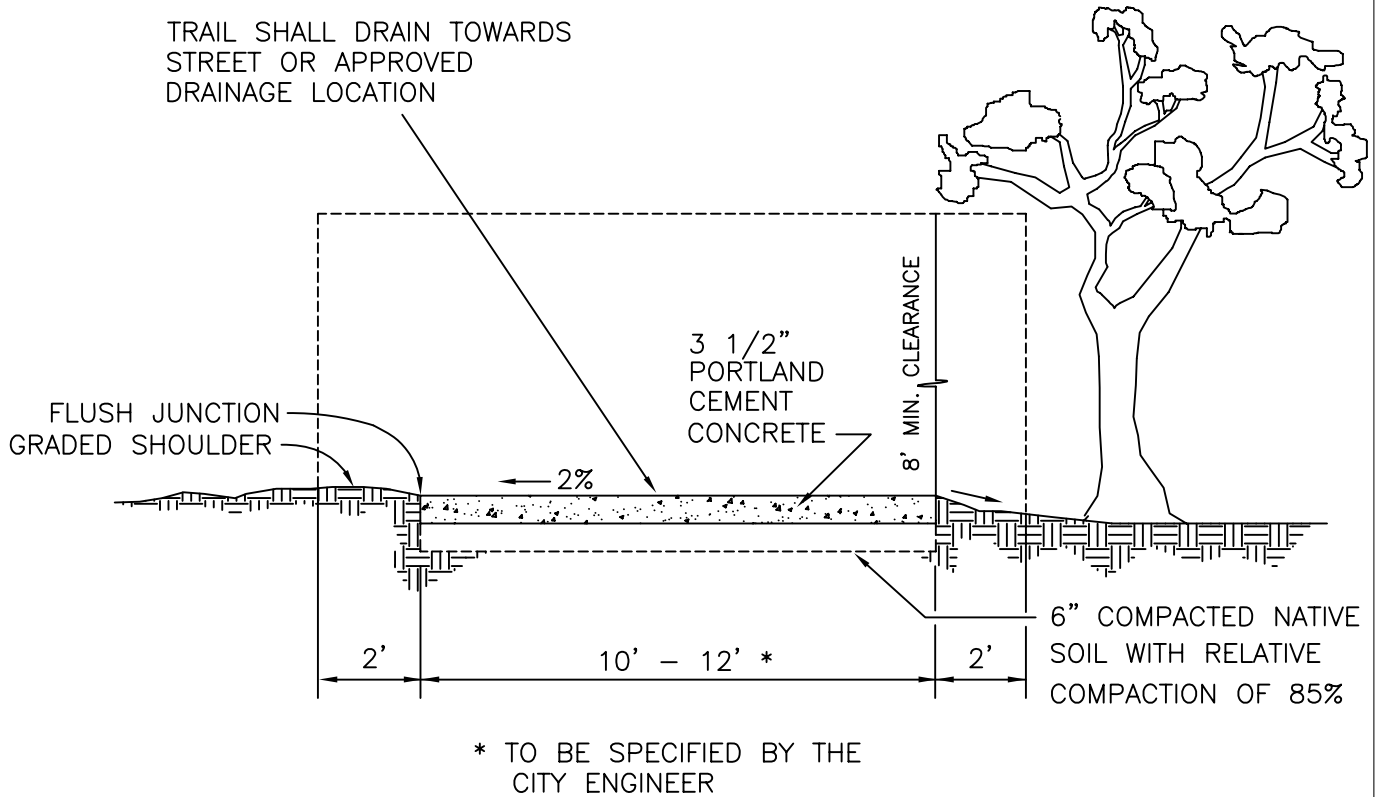
ELEVATION VIEW

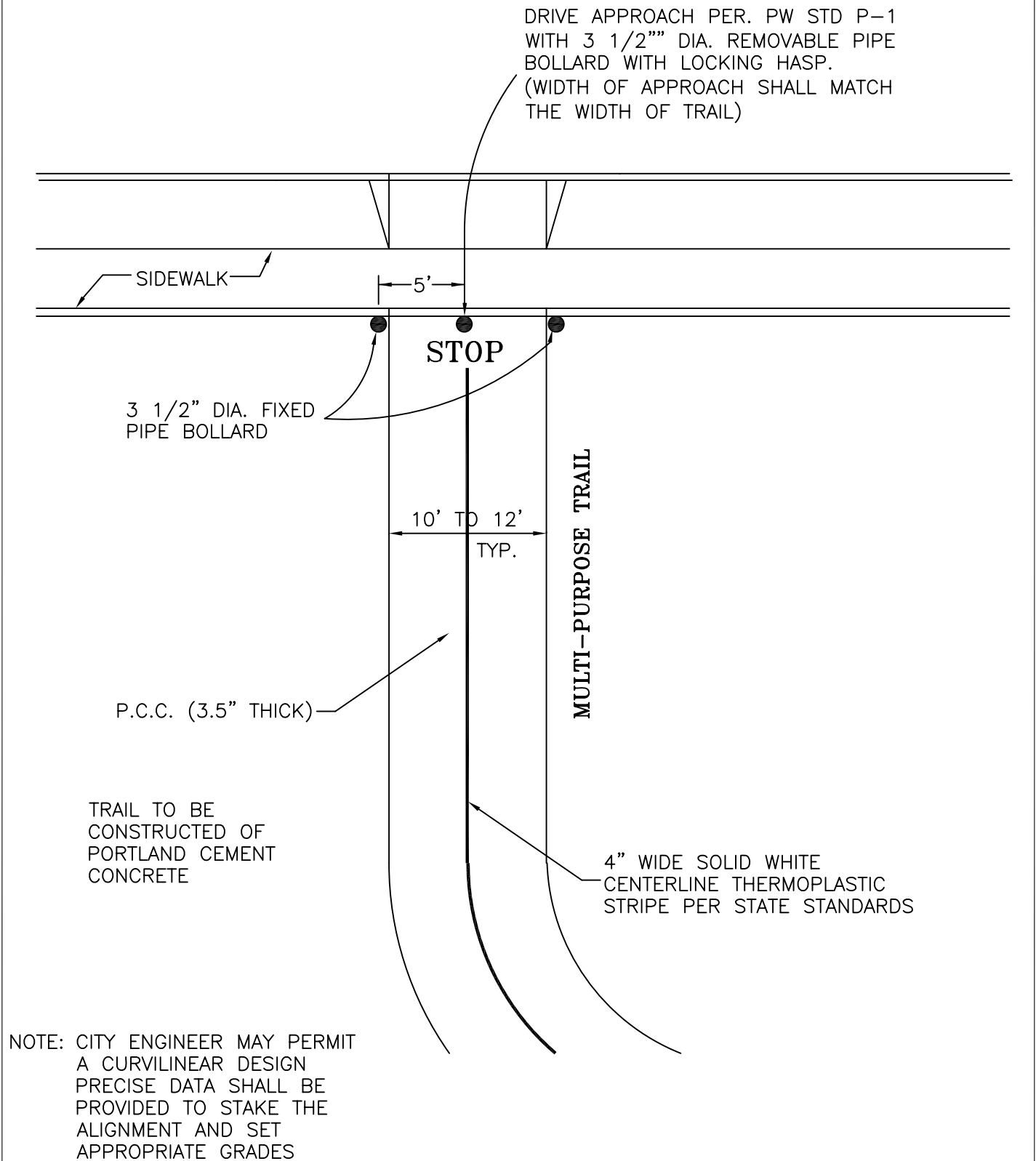


PLAN VIEW

NOTE

CITY ENGINEER MAY PERMIT A CURVILINEAR DESIGN.
PRECISE DATA SHALL BE PROVIDED TO STAKE THE
ALIGNMENT AND SET APPROPRIATE GRADES.

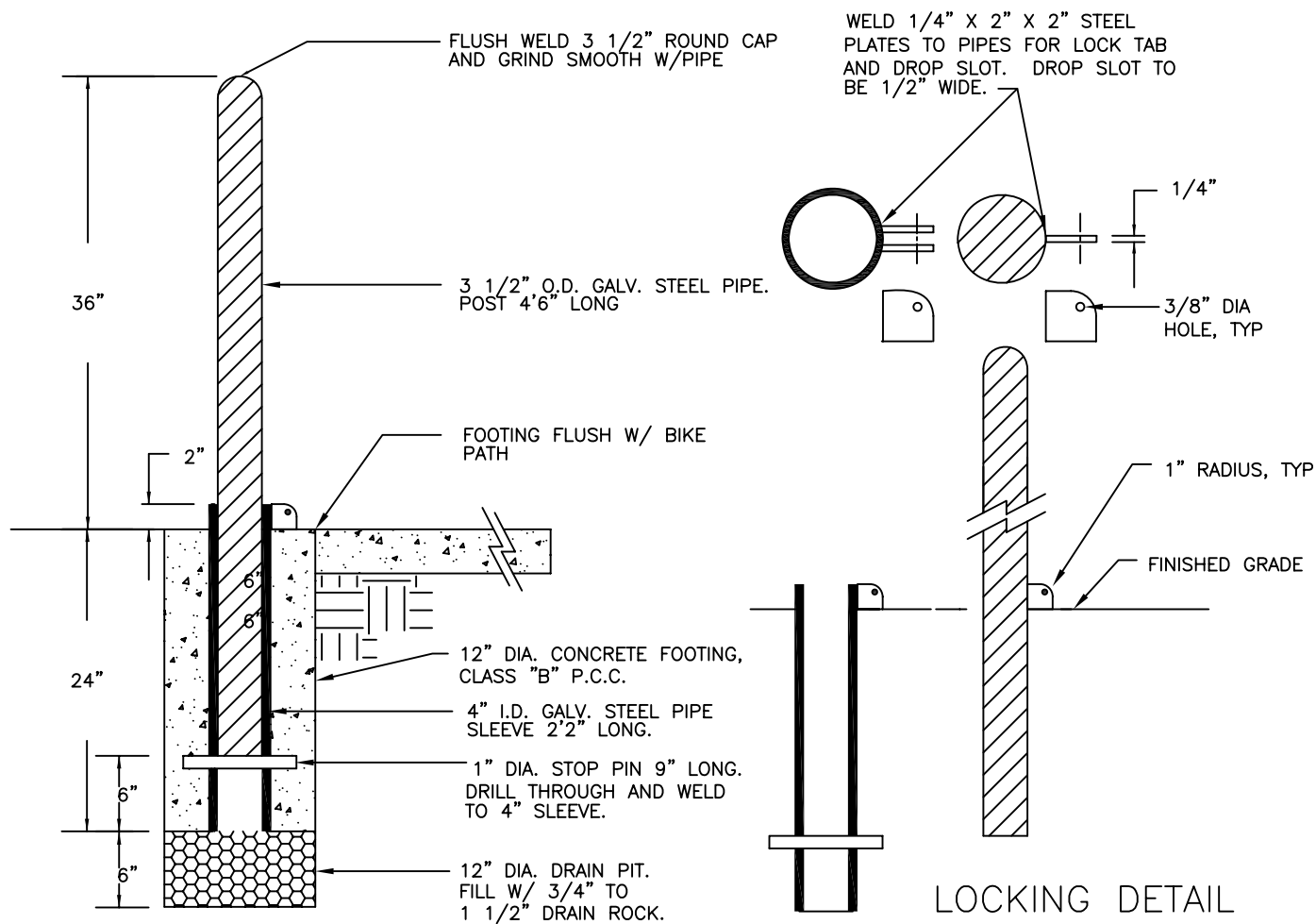




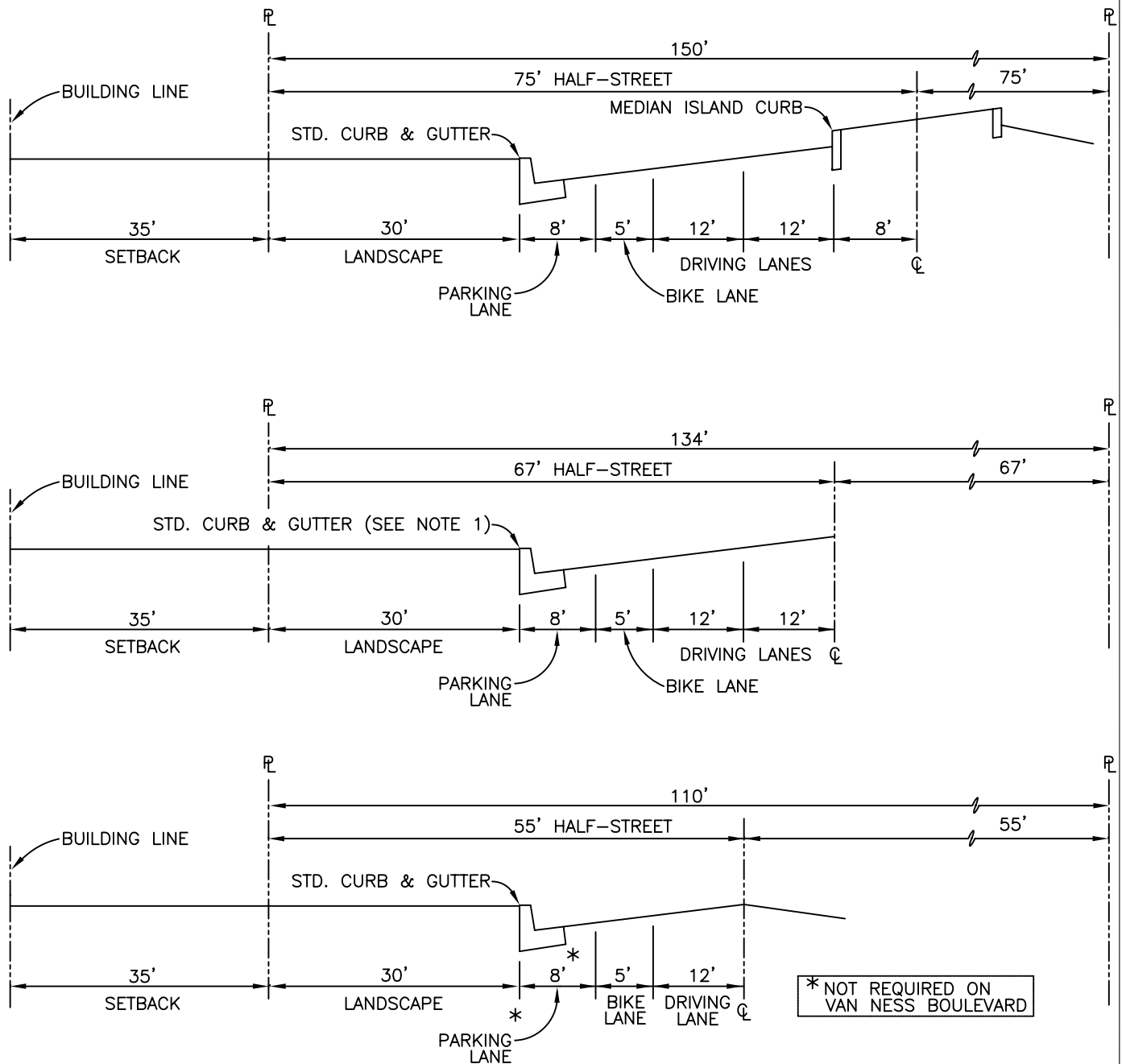
TRAIL-STREET INTERSECTION TYPICAL PLAN

REF. & REV.
AUG., 2002

CITY OF FRESNO
P-60



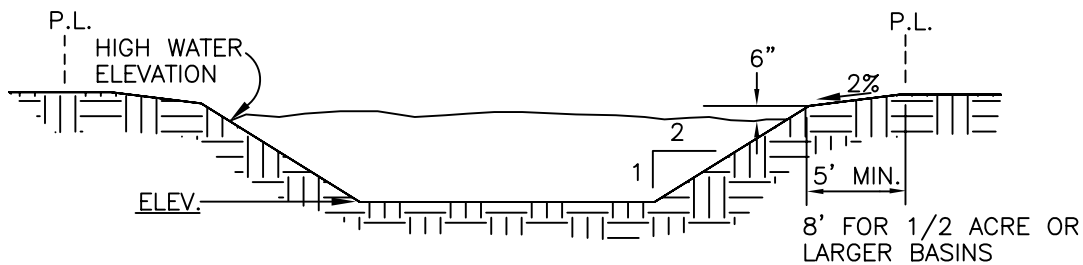
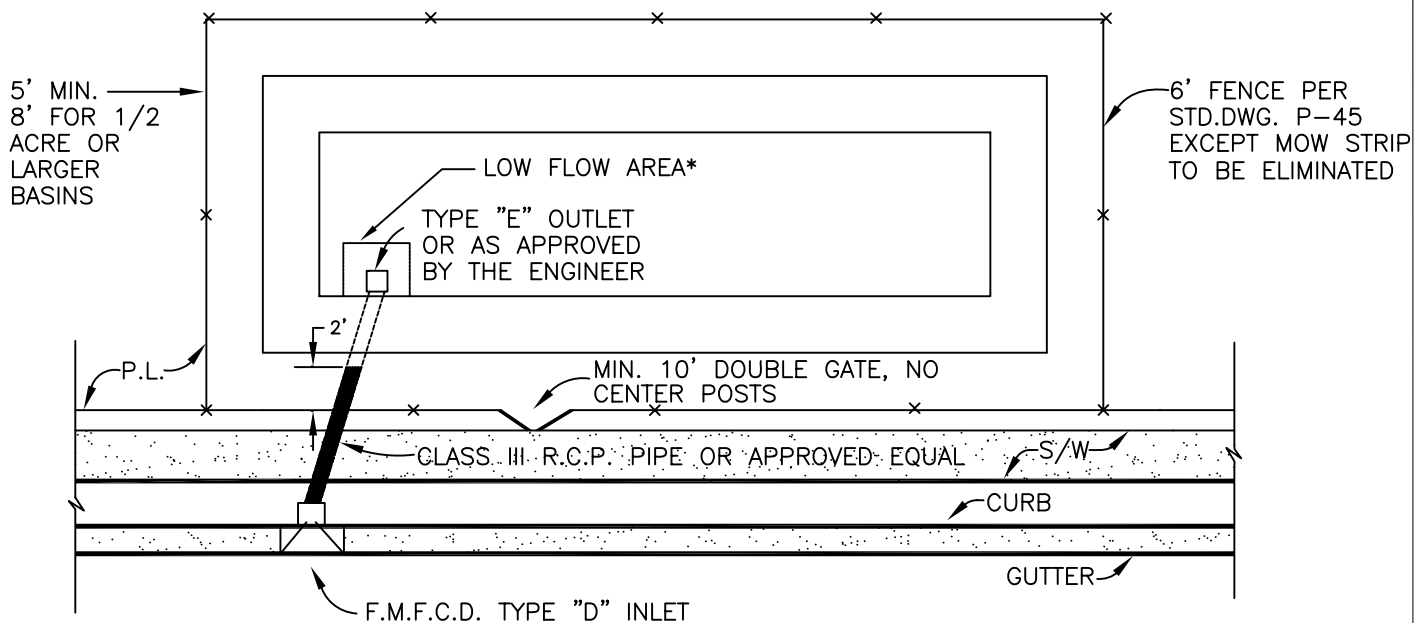
BOLLARD DETAIL
NOT TO SCALE



NOTES:

1. CURB & GUTTER SHALL BE CONSTRUCTED PER CITY STANDARDS. NO CURB & GUTTER ON VAN NESS BLVD.
2. DRIVEWAY APPROACHES SHALL BE CONSTRUCTED PER CITY STANDARDS.
3. DRIVEWAY APPROACHES ON VAN NESS BOULEVARD SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY STD. DWG. NO. P-48 (EXCEPT OMIT 2' CONCRETE SHOULDER).
4. STREET PAVING SHALL CONFORM TO CITY STANDARDS.
5. HOUSEWALKS, DRIVEWAYS AND OTHER IMPROVEMENTS WITHIN THE STREET RIGHT-OF-WAY SHALL BE OF THE SAME MATERIAL AND FINISH AS THOSE IMPROVEMENTS WITHIN THE SETBACK AREA.
6. MATERIALS OTHER THAN PORTLAND CEMENT CONCRETE OR ASPHALT CONCRETE USED FOR IMPROVEMENTS WITHIN THE STREET RIGHT-OF-WAY SHALL BE APPROVED BY THE ENGINEER.
7. ON VAN NESS BOULEVARD, ASPHALT PAVING IS NOT PERMITTED BETWEEN PROPERTY LINE AND EDGE OF PAVEMENT EXCEPT FOR DRIVEWAY APPROACHES.

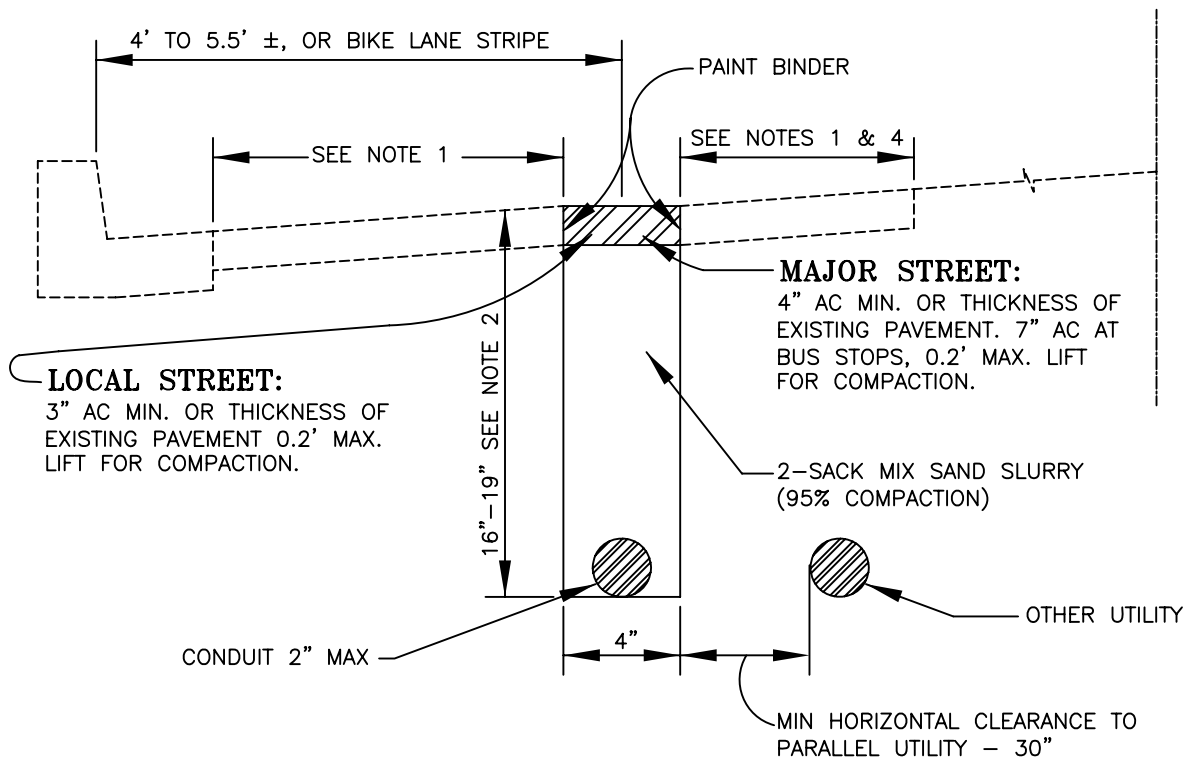
PLAN VIEW OF TYPICAL TEMPORARY PONDING BASIN



SECTION

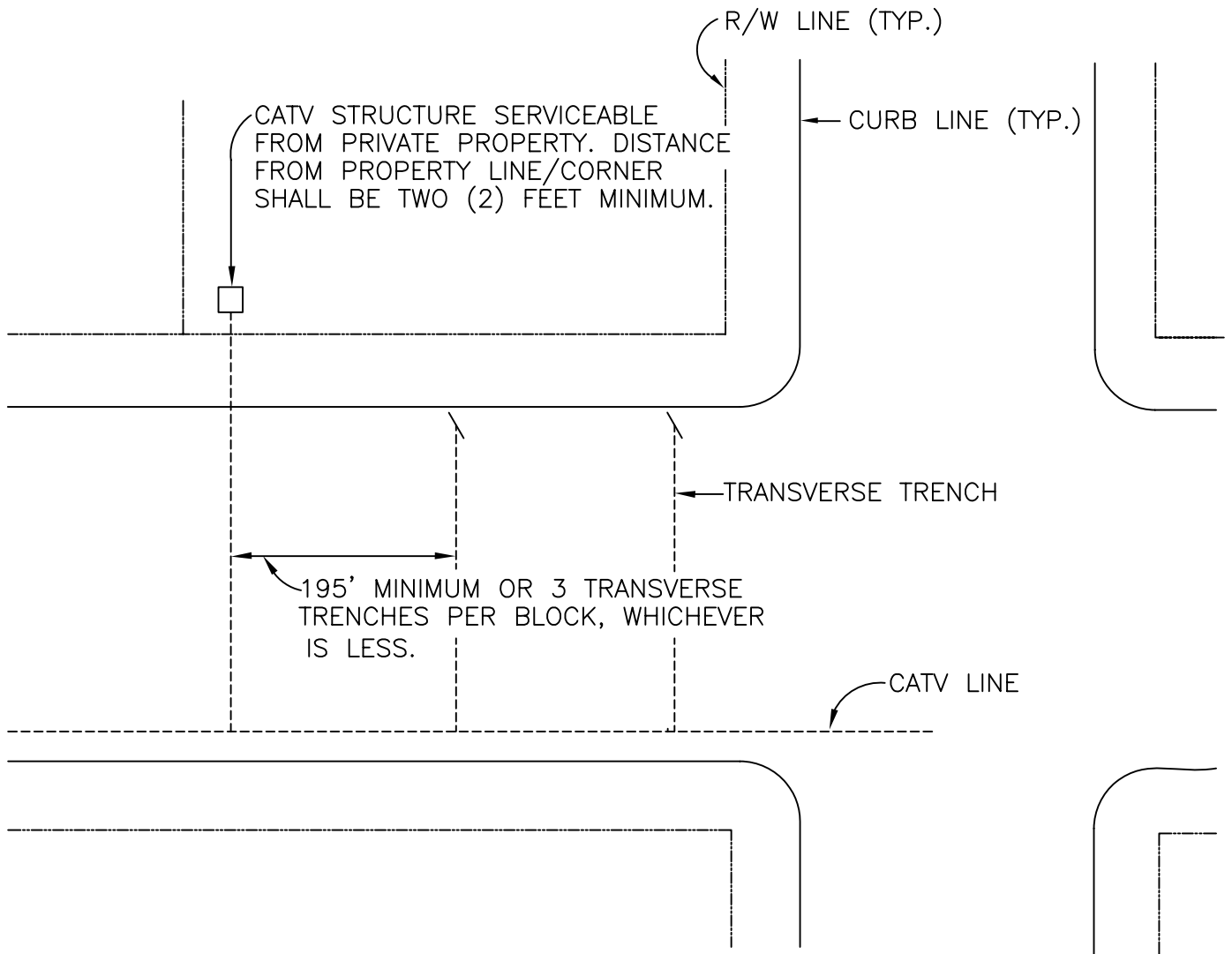
NOTES: DESIGN MINIMUMS

1. OVERFLOW MUST BE TO THE STREET.
 2. DESIGN WATER SURFACE ELEVATION SHALL BE TWO FEET BELOW THE LOWEST INLET FLOW LINE OR POND PERIPHERAL ELEVATION, WHICHEVER IS LOWER.
 3. REQUIRED CAPACITY: $V=CI A$ WHERE V =REQUIRED BASIN CAPACITY IN CUBIC FEET, C =RUNOFF COEFFICIENT, I =RAINFALL FROM A DESIGN STORM (0.35 FEET), AND A =TRIBUTARY AREA IN SQUARE FEET.
 4. PROVIDE COMPOSITE "C" CALCULATIONS.
 5. THE ENGINEER MAY REQUIRE AN 8' WIDE VEHICLE RAMP WITH A MAX. SLOPE OF 15% IN $\frac{1}{2}$ ACRE OR LARGER BASINS.
 6. TEMPORARY PONDING BASINS SHALL BE FENCED WITHIN 7 DAYS TIME AFTER THEY BECOME OPERATIONAL OR WHEN REQUIRED BY THE ENGINEER.
 7. THE CITY ENGINEER MAY CONSIDER OTHER BASIN DESIGN ALTERNATIVES, AS A SUBSTITUTE FOR PROVIDING THE 2 FOOT FREEBOARD, WHEN THE BASIN SIZE IMPACTS PROJECT FEASIBILITY.
 8. LOCKS FOR THE GATE TO BE #5 MASTER LOCKS, NO. 1C95, 3203 OR 0855.
- SIZE AND DEPTH OF LOW FLOW AREA TO BE DETERMINED BY THE ENGINEER.



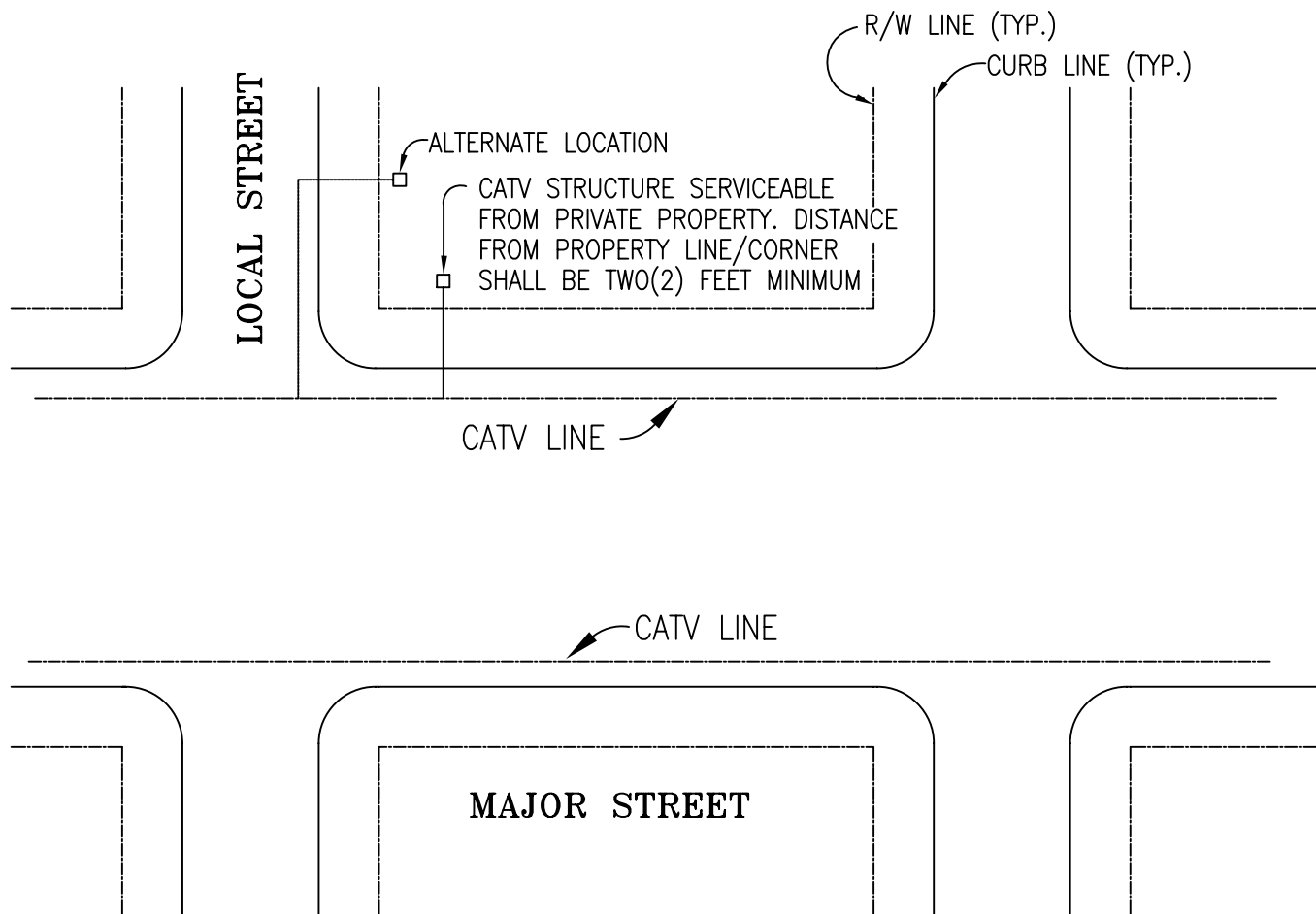
NOTES:

1. WHEN THE PAVEMENT IS FRACTURED OR SEPARATED, THE CITY ENGINEER MAY DIRECT ITS REPLACEMENT.
2. WHERE PERMANENT STREET IMPROVEMENTS ARE NOT COMPLETE, CATV FACILITIES ARE SUBJECT TO RELOCATION DEPENDENT UPON THE DETERMINATION OF FINAL STREET GRADES. INSTALLATION AT A DEPTH GREATER THAN 18" MAY AVOID RELOCATION OF CATV FACILITIES WHEN THE FUTURE STREET GRADE MAY BE LOWER THAN THE EXISTING STREET.
3. STREET CLEANING IS A CONTINUOUS REQUIREMENT OF THE PROJECT.
4. TO PROVIDE A STRAIGHT AND NEAT TRENCH, IN OIL DIRT STREETS, THE ENGINEER MAY REQUIRE ADDITIONAL PAVEMENT REMOVAL AND REPLACEMENT BEYOND THE LIMITS SHOWN IN THIS STANDARD.
5. WHEN STREET PAVING IS LESS THAN ONE YEAR OLD, FOG SEAL IS REQUIRED.
6. STONE GUARDS ARE REQUIRED. GUARDS TO PREVENT FLYING, OR SCATTERING OF DEBRIS BEYOND THE TRENCH SPOIL ARE REQUIRED.
7. CONSTRUCTION MACHINERY IS SUBJECT TO INSPECTION PRIOR TO APPROVAL OF STREET WORK PERMIT.
8. IF FOR ANY REASON THE TRENCH WIDTH EXCEEDS 6 INCHES (E.G. BELLHOLS, BORE PITS, ETC.) THE PAVING SHALL BE REPLACED PER CITY STD. DWG. P-48.



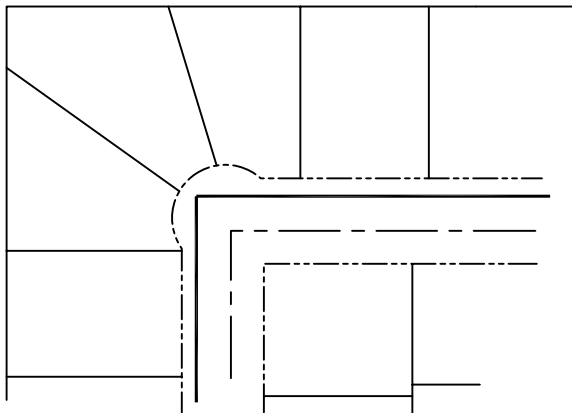
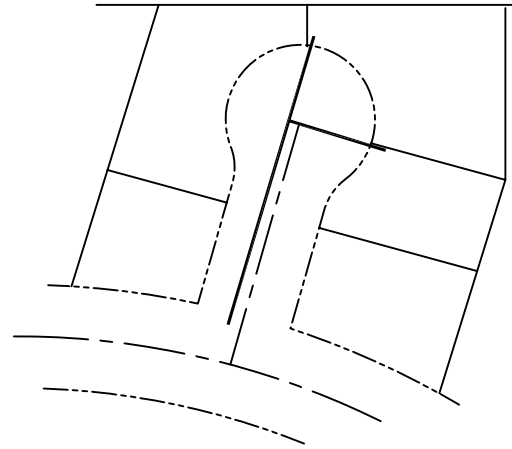
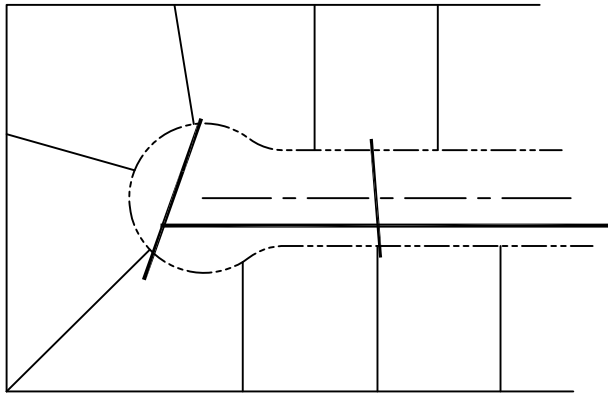
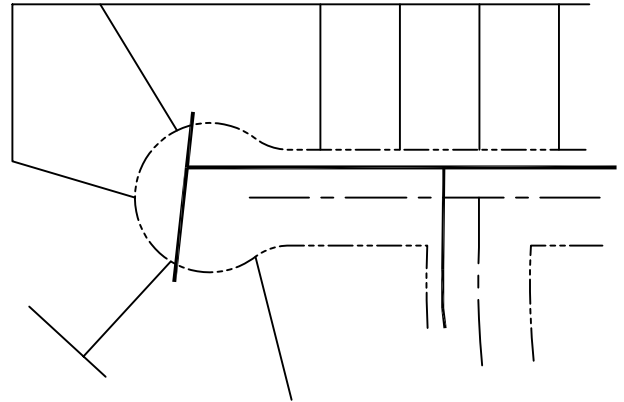
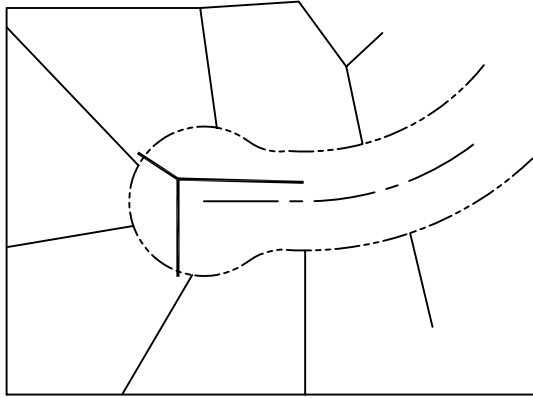
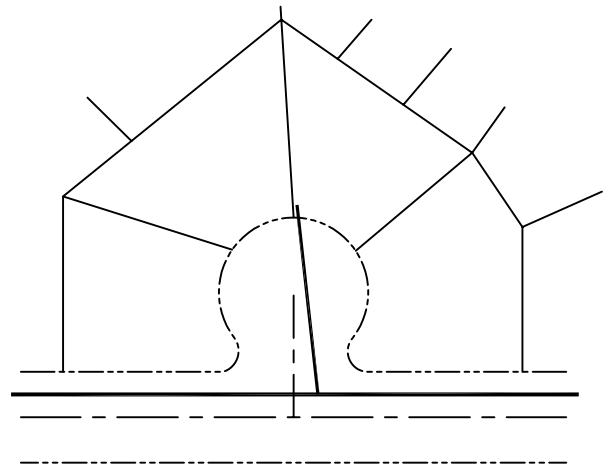
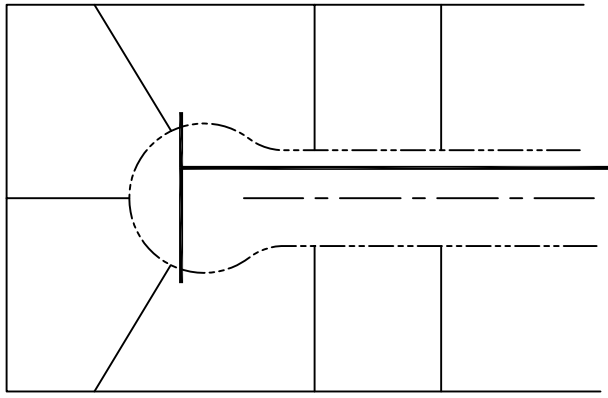
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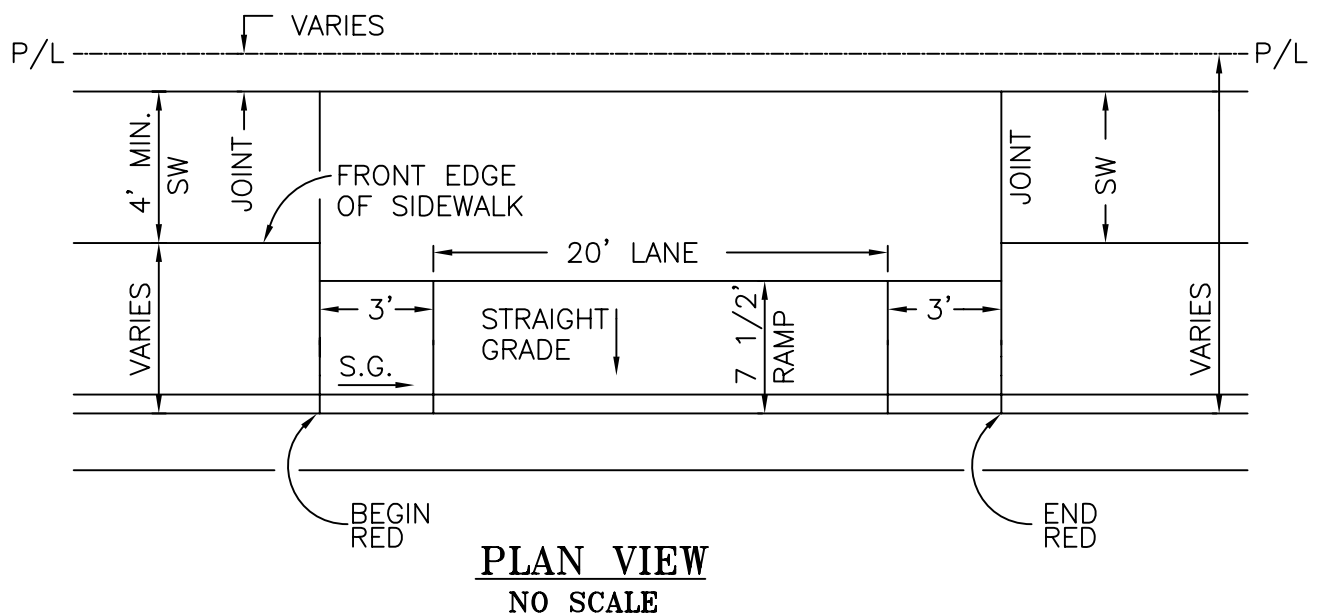
1. CITY TO DETERMINE FINAL TRENCH LOCATION AFTER ENGINEERING STUDY OF EACH BLOCK.
2. CHOICE OF SIDE OF STREET SHALL BE COMPATIBLE WITH EXISTING UTILITIES AND MINIMIZE THE NUMBER OF TRANSVERSE TRENCH CUTS.
3. A LONGITUDINAL TRENCH MAY BE ALLOWED ON BOTH SIDES OF STREET.



NOTES:

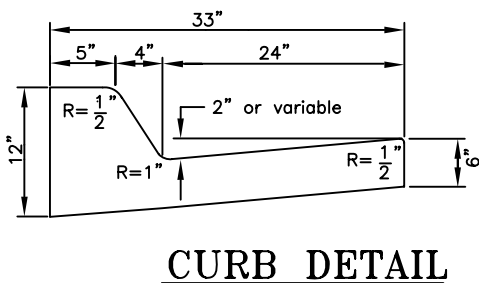
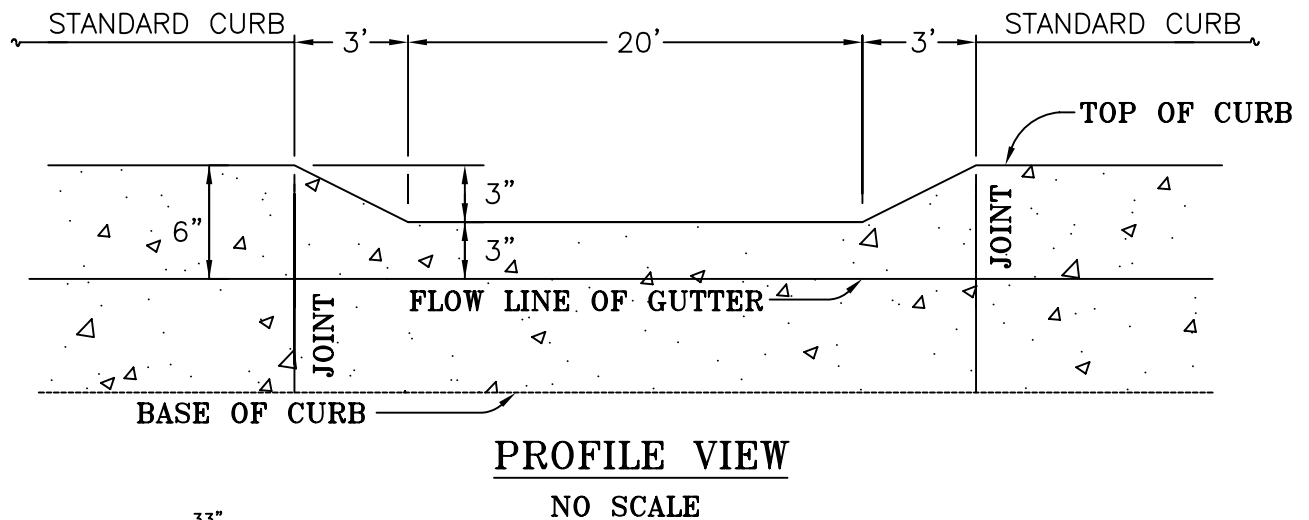
1. BEFORE TRENCHING, CONTRACTOR SHALL CONTACT U.S.A. OR UTILITY COMPANIES FOR LOCATION OF UNDERGROUND FACILITIES.
2. CONFLICTS WITH EXISTING UTILITIES MAY REQUIRE DEVIATIONS FROM STANDARDS WHEN APPROVED BY THE ENGINEER.
3. NO TRANSVERSE CUTS ALLOWED EXCEPT AT STREET INTERSECTIONS. DEPENDING ON THE AGE AND CONDITION OF THE STREET PAVING, BORING MAY BE REQUIRED AT INTERSECTIONS.
4. WHERE FRONTAGE ROADS EXIST ON MAJOR STREETS, THE FRONTAGE ROAD SHALL BE UTILIZED FOR CABLE INSTALLATION. (FRONTAGE ROAD IS TREATED AS A LOCAL STREET.)
5. APPROVAL OF THE TRAFFIC CONTROL PLAN FOR SIGNING, DELINEATION, ETC. MUST BE APPROVED PRIOR TO ISSUANCE OF A PERMIT FOR WORK IN A MAJOR STREET. ALL TRAFFIC CONTROL SHALL CONFORM TO CALIFORNIA DEPARTMENT OF TRANSPORTATION, "MANUAL OF TRAFFIC CONTROLS," WARNING SIGNS, LIGHTS, AND DEVICES FOR USE IN PERFORMANCE OF WORK UPON HIGHWAYS., LATEST EDITION.

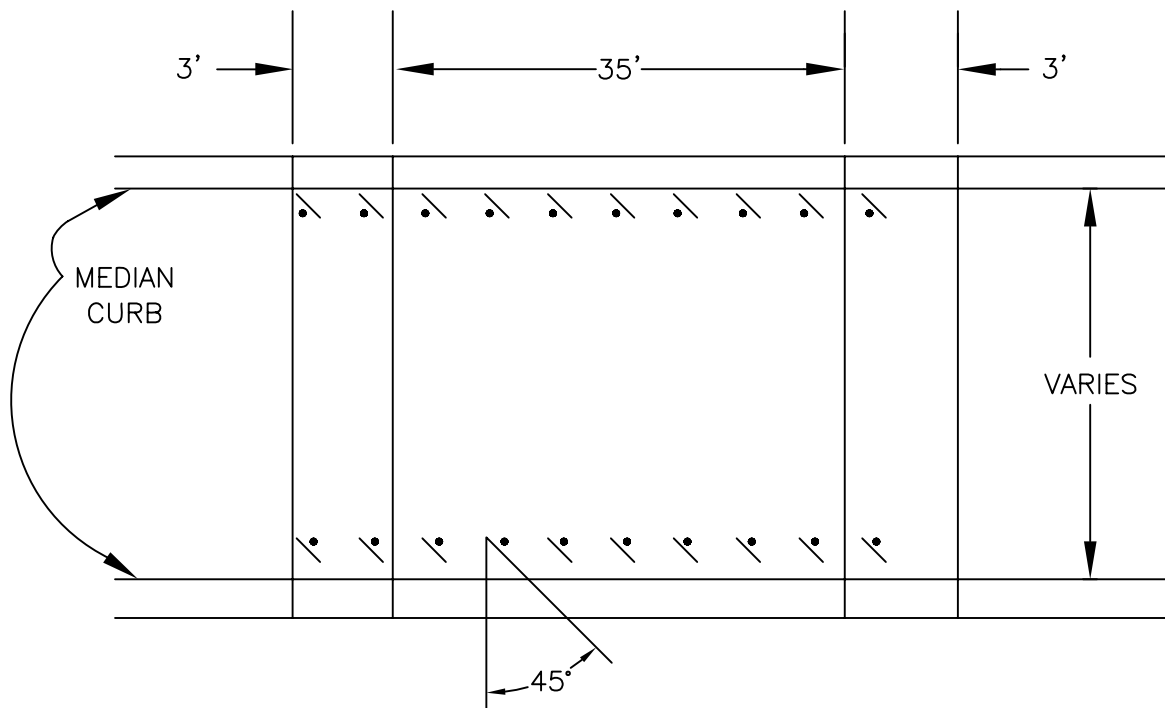




NOTES:

1. RAMP AND SW AREAS SHALL BE 7" PCC/ 6" CNS.
2. A 36" MIN. SIDEWALK AREA BEHIND RAMP SHALL BE MAINTAINED WITH 10' PATTERN OR LESS.
3. CURB TOP AND FACE SHALL BE PAINTED RED.



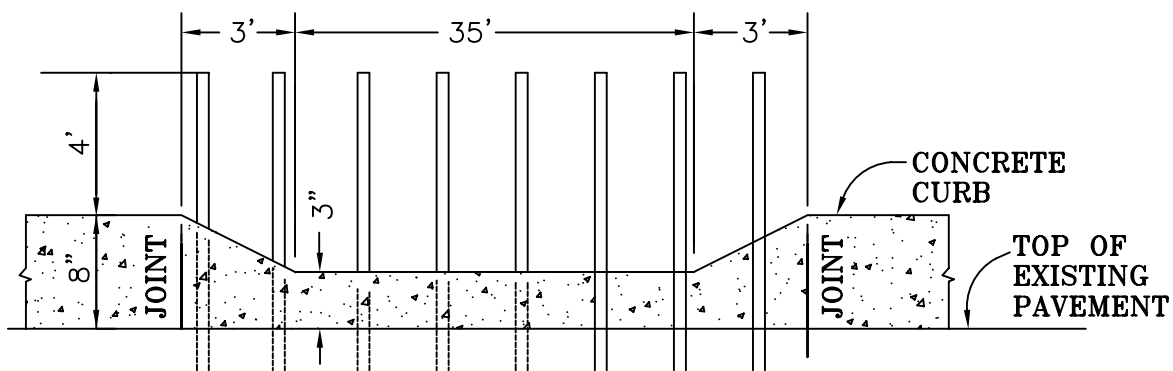


NOTES:

1. MEDIAN CROSSING SHALL BE 7" PCC/6" CNS
2. FLEXIBLE WHITE REFLECTORIZED PADDLES SHALL BE INSTALLED ON 5' CENTERS. (STATE STD.)

PLAN VIEW

NO SCALE



PROFILE VIEW

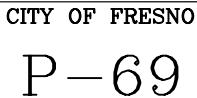
NO SCALE

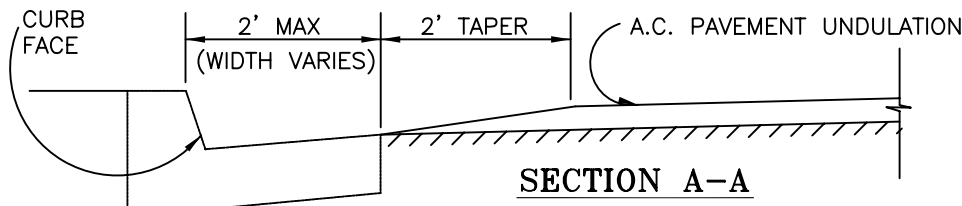
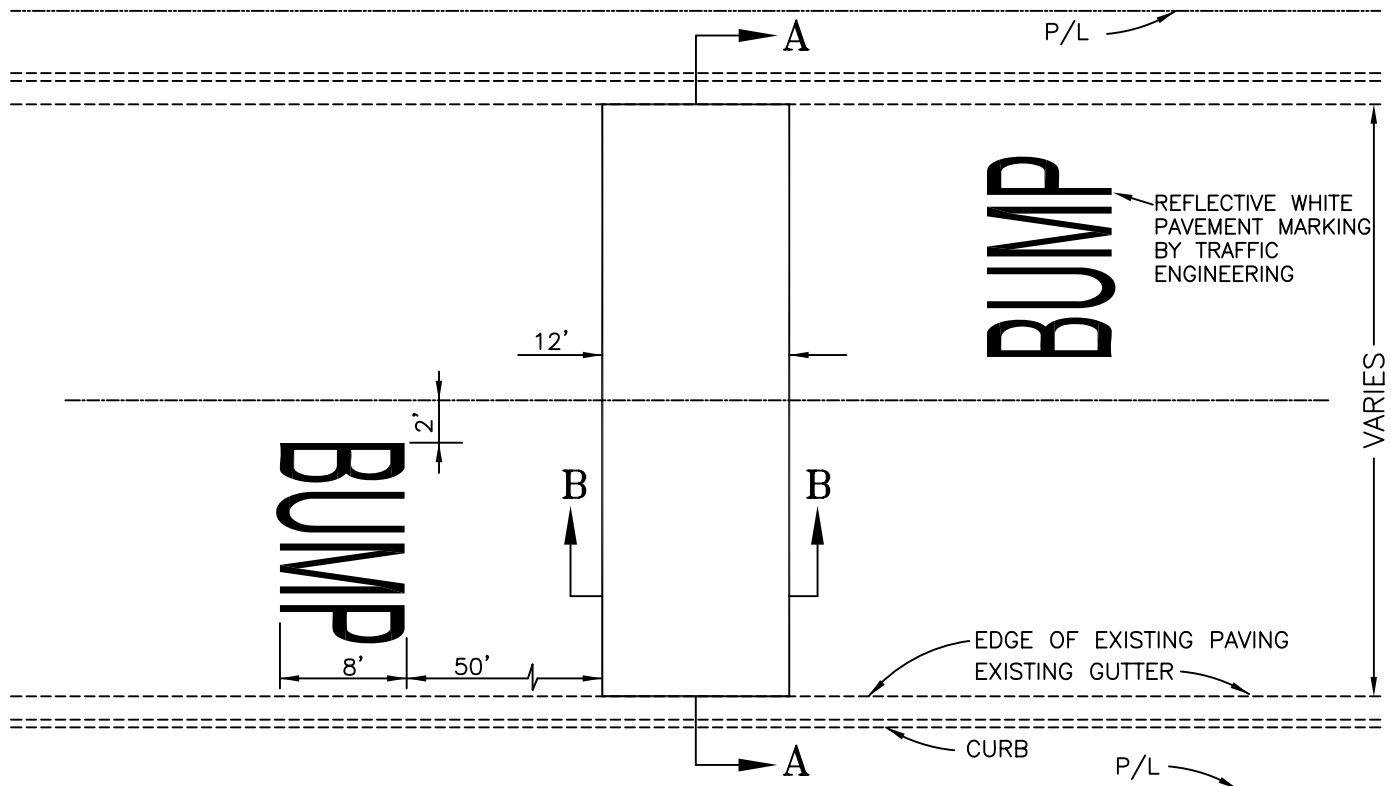
**MEDIAN OPENING
FOR EMERGENCY VEHICLES**

REF. & REV.
AUG., 2002

CITY OF FRESNO

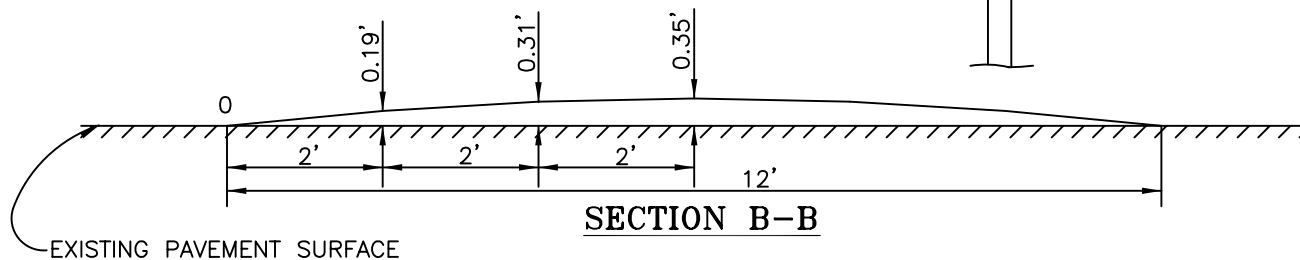
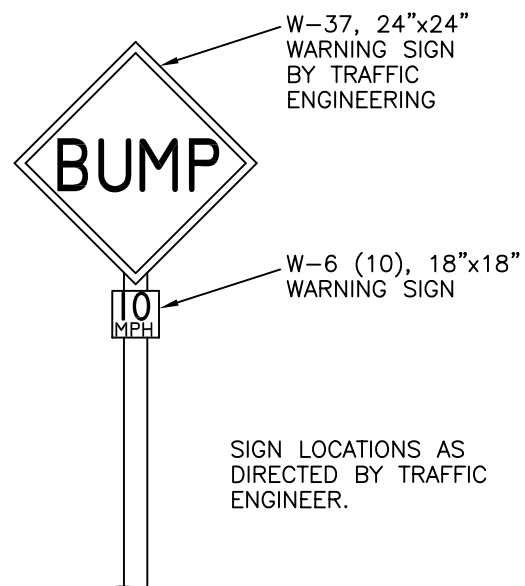
P-68

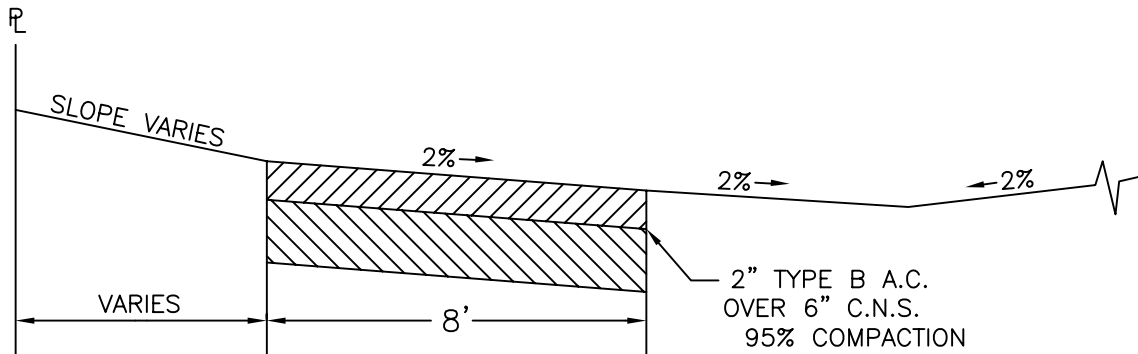
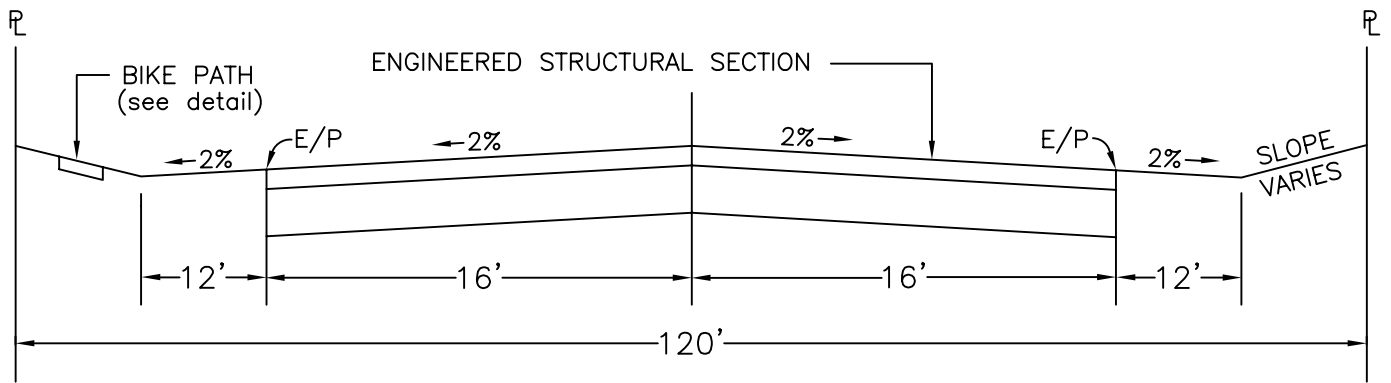




INSTALLATION DETAILS:

1. TWO UNDULATIONS 24 FT. CENTER TO CENTER SHALL BE CONSTRUCTED AT GIVEN LOCATIONS UNLESS OTHERWISE NOTED.
2. UNDULATIONS SHALL NOT BE PLACED OVER EXISTING ROADWAY SERVICE COVERS, DRAIN INLETS, ETC.
3. WHENEVER POSSIBLE EDGE OF UNDULATIONS SHALL BE 5 FEET MINIMUM FROM EDGE OF DRIVEWAY.
4. WHENEVER POSSIBLE UNDULATIONS SHALL BE PLACED AT PROPERTY LINES.
5. WHENEVER POSSIBLE UNDULATIONS SHALL BE PLACED ADJACENT TO STREET LIGHTS.
6. PARKING SHALL BE PROHIBITED AS DIRECTED BY CITY TRAFFIC ENGINEER.
7. CONSTRUCTION SHALL OCCUR ONLY APRIL THROUGH SEPT.

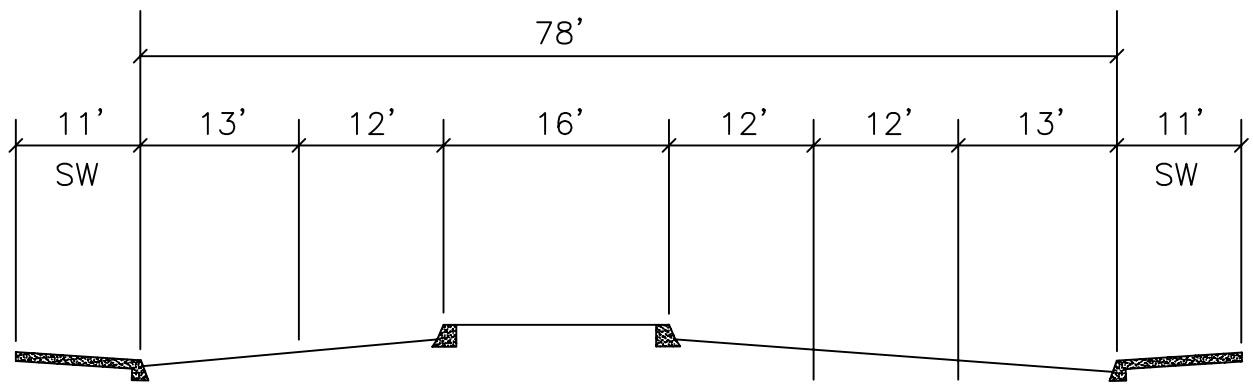




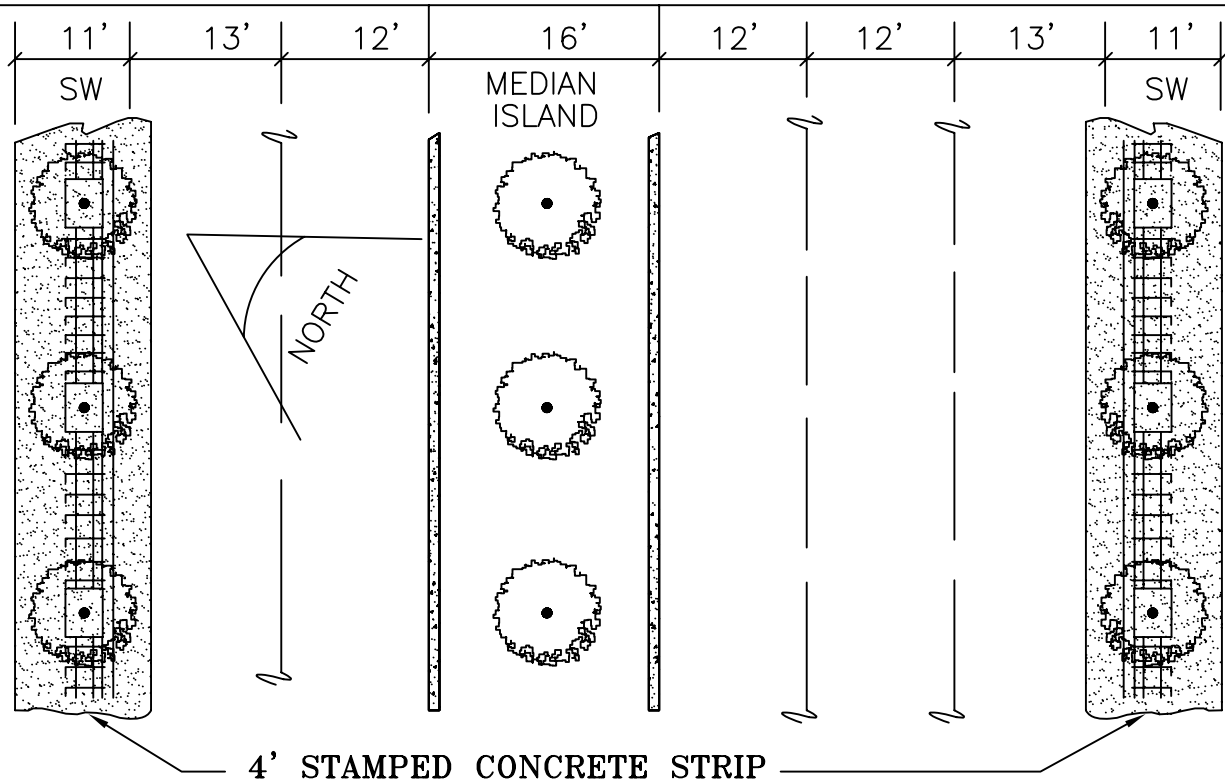
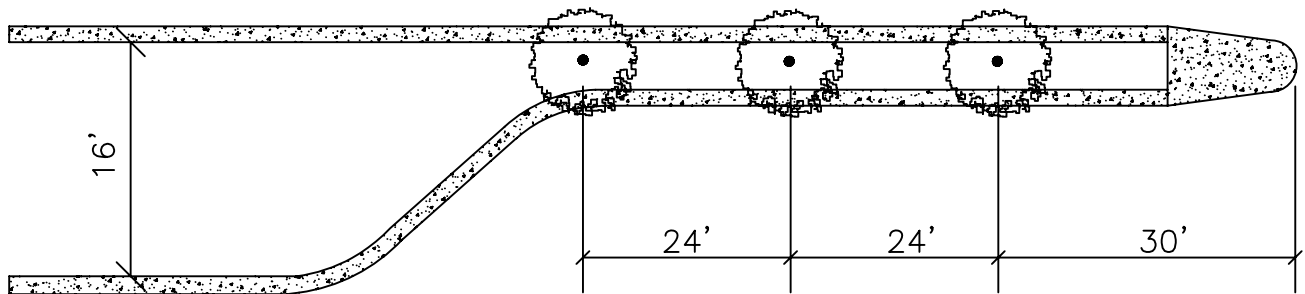
BIKE PATH DETAIL

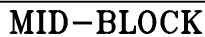
NOTES:

1. CURB AND GUTTER IS PROHIBITED.
2. DRIVEWAY APPROACHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING P-56.
3. ASPHALT CONCRETE PAVEMENT SHALL CONFORM TO CITY STANDARDS.
4. SEE STANDARD DRAWINGS W-3 AND W-4 FOR LOCATION OF FIRE HYDRANT VALVES.
5. PROPERTY OWNER MAY PLACE ASPHALT CONCRETE PAVEMENT (2" A.C. OVER 6" C.N.S.) BETWEEN EDGE OF PAVEMENT (EP) AND PROPERTY LINE (PL) BY OBTAINING A NO FEE ENCROACHMENT PERMIT FROM THE PUBLIC WORKS DEPARTMENT. PROPERTY OWNER SHALL BE RESPONSIBLE FOR MAINTAINING PAVEMENT BETWEEN EP AND PL.
6. ANY ENCROACHMENT INTO THE PUBLIC RIGHT OF WAY SHALL HAVE AN ENCROACHMENT PERMIT AND FEES SHALL BE PAID (EXCEPT FOR ASPHALT CONCRETE PAVEMENT AS STATED ABOVE) IN ACCORDANCE WITH THE MASTER FEE SCHEDULE.
7. IF SHOULDER IS PAVED, FLOW LINE OF GUTTER MUST BE ESTABLISHED OR APPROVED BY THE PUBLIC WORKS DEPARTMENT.

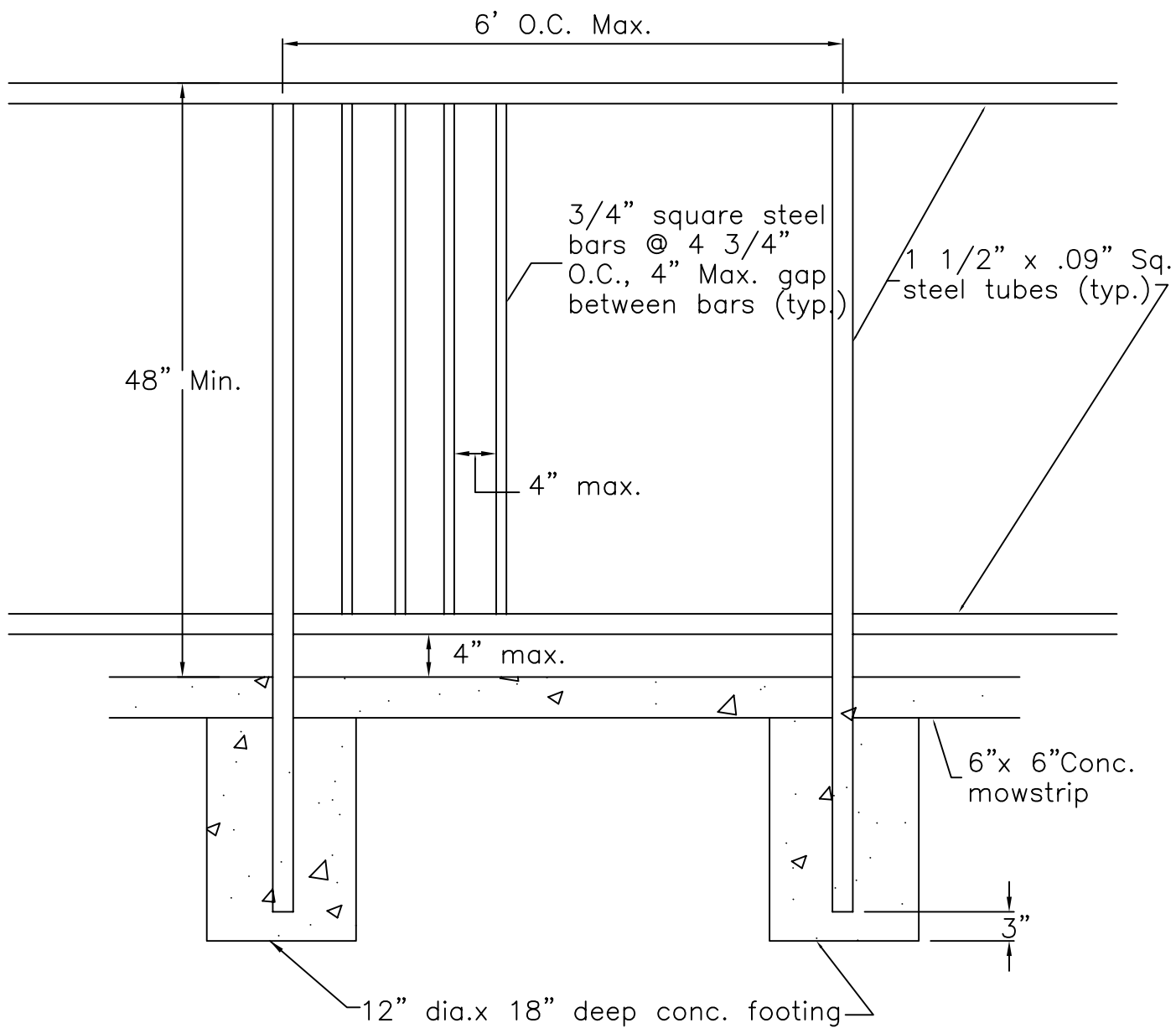


24' TREE SPACING IN SIDEWALK
 (TREE WELLS AT 24' O.C.)
 (SPECIES TO BE DETERMINED)



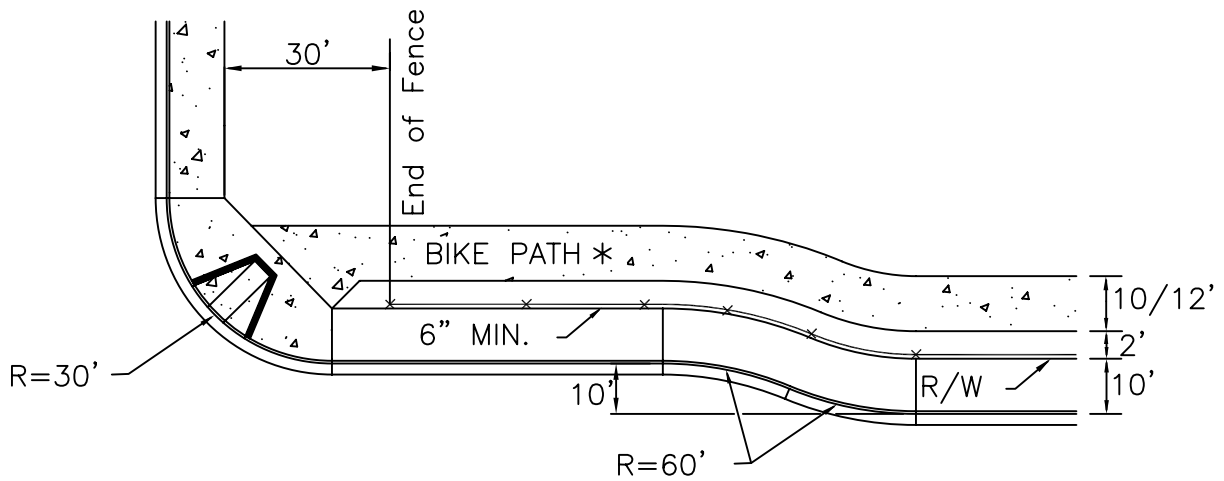


1. 5' MIN. TRANSITION TO STD. CURB & GUTTER.
2. 20" LAP REQ'D ON ALL BAR SPLICES.
3. WHERE PARKING LANE DOES NOT EXIST, 8' BUS BAY WILL BE REQUIRED.
4. USE 6 SACK CONCRETE MIX.
5. ON COLLECTOR STREETS IN NEW GROWTH AREA, USE P-69 CITY STD.
6. IF 8' BUS BAY, USE 114.50' RADIUS AND 60' TRANSITION.



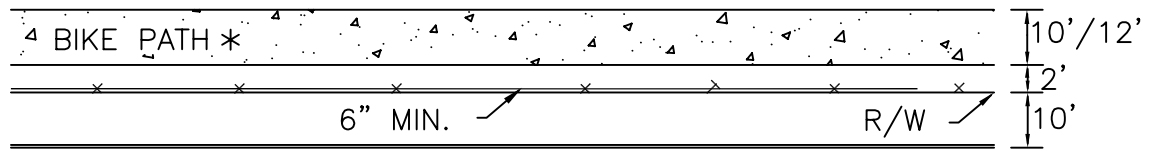
NOTES:

1. FENCE SHALL BE LOCATED 6" OUTSIDE OF STREET RIGHT-OF-WAY.
2. FENCE SHALL BE PAINTED WITH FLAT BLACK RUST INHIBITIVE PAINT.
3. SEE PUBLIC WORKS STANDARD P-75 FOR REQUIRED LOCATION OF BARRIER FENCING.
4. ALTERNATE DESIGNS MAY BE APPROVED BY THE CITY ENGINEER PROVIDED THE 4'.
5. ALL CONCRETE WORK SHALL BE 5-SACK MIX. MINIMUM HEIGHT IS MAINTAINED.



RIGHT TURN LANE LOCATION

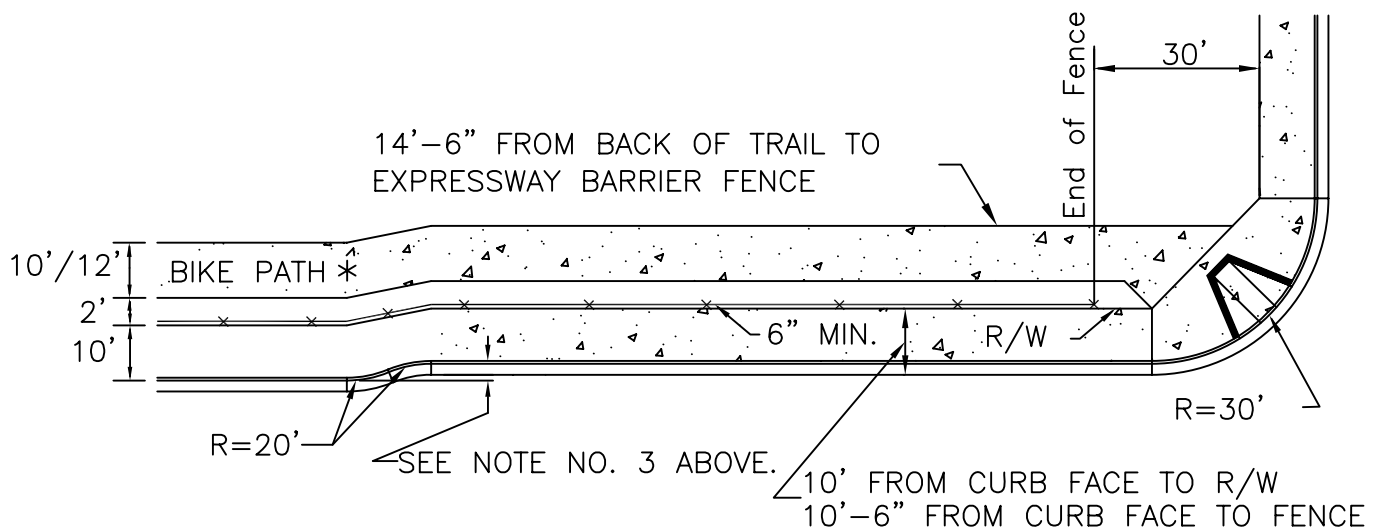
* IF BIKE PATH CONSTRUCTION IS REQUIRED.



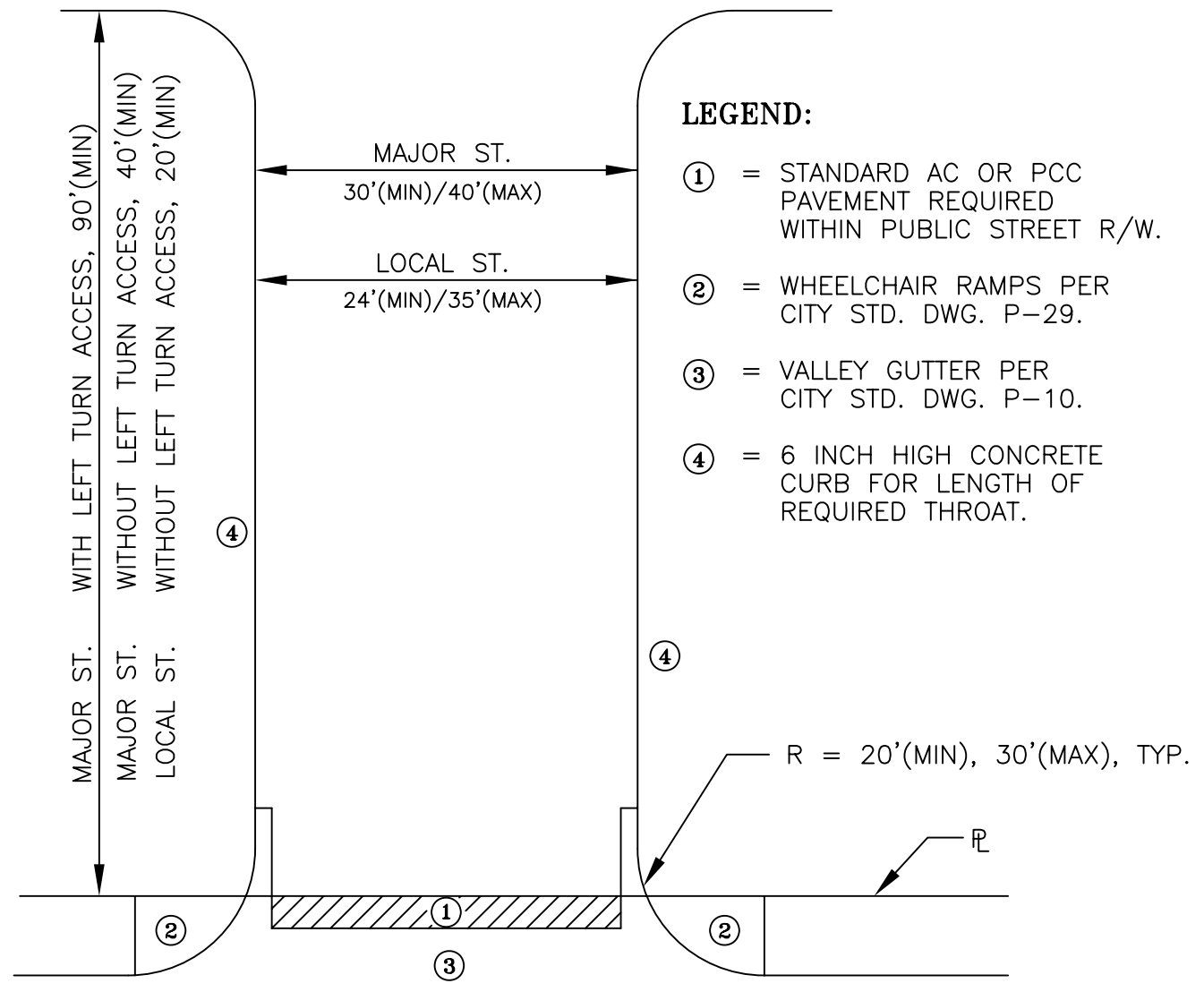
MID-BLOCK LOCATION

NOTES:

1. FENCE SHALL BE LOCATED 6" (MINIMUM) OUTSIDE OF STREET RIGHT-OF-WAY.
2. BIKE PATH MAY MEANDER OUTSIDE OF RIGHT TURN AND BUS BAY AREA.
3. REFER TO CITY STD. DWG. P-65 FOR DETAILS.



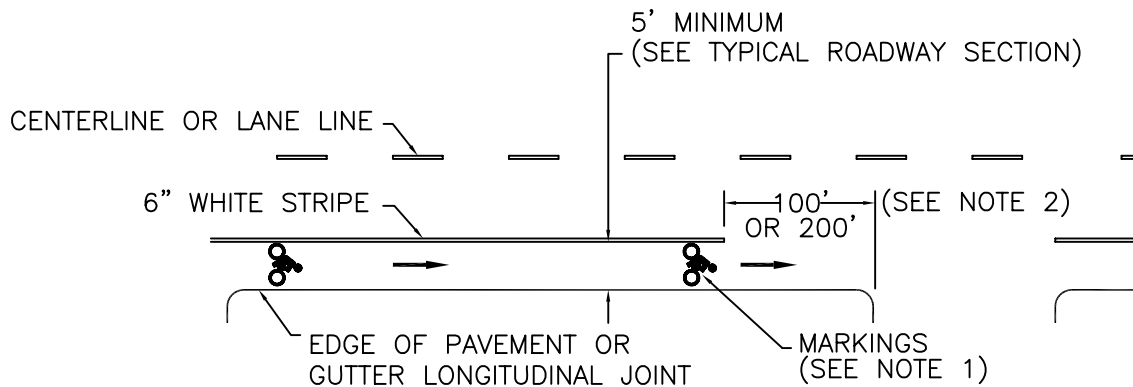
BUS BAY LOCATION



NOTES:

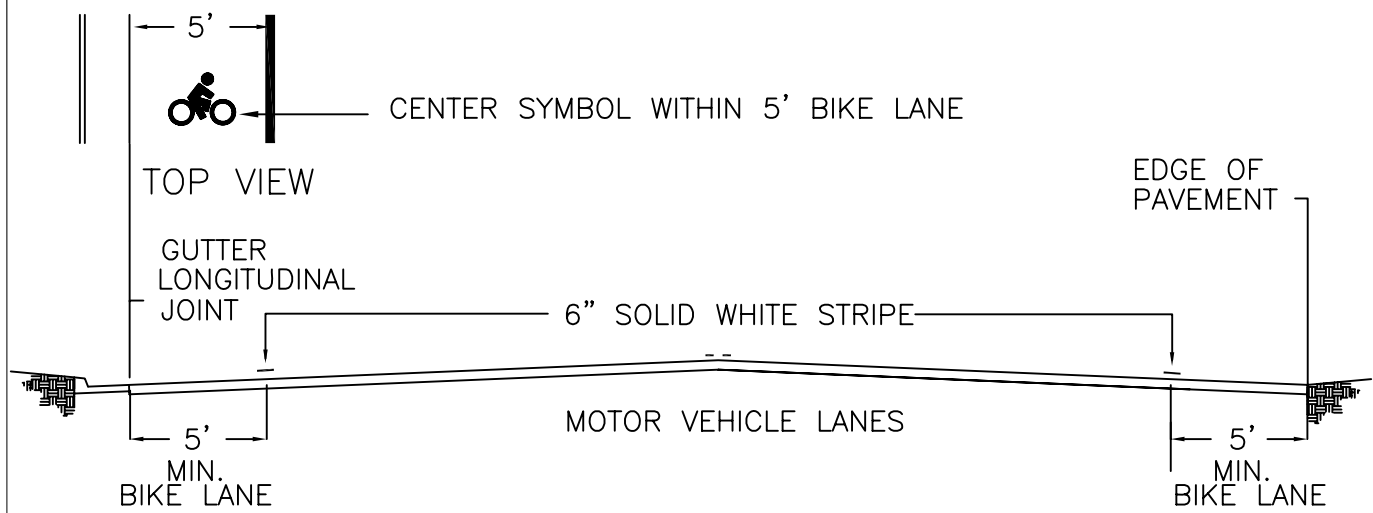
ON DIVIDED MAJOR STREET, DESIGN ONE-WAY LEFT TURN POCKET PER CITY STD. DWG. P-15, WHERE APPROVED BY CITY TRAFFIC ENGINEER.



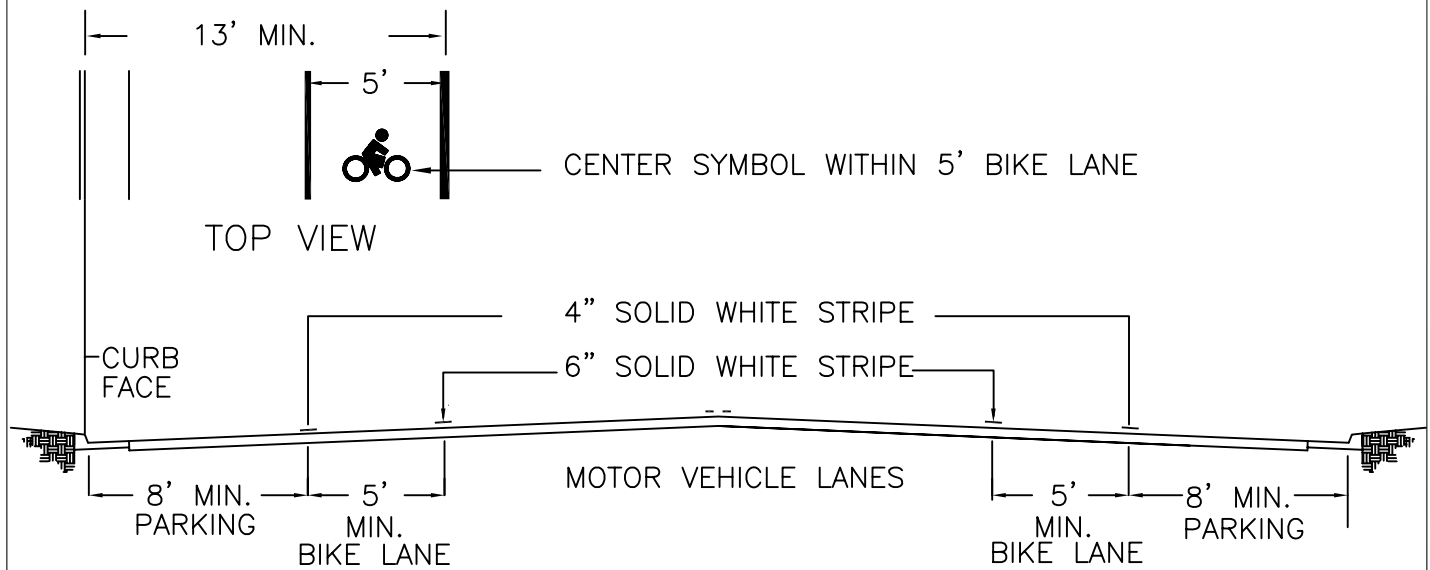


NOTES:

1. THE BICYCLE SYMBOL PAVEMENT MARKINGS SHALL BE PLACED ON THE FAR SIDE OF EACH INTERSECTION, 25' FROM THE RETURN. 800' MAXIMUM SPACING. THEY MAY BE PLACED AT OTHER LOCATIONS AS DESIRED.
2. WHERE MOTORIST RIGHT TURNS ARE PERMITTED, THE SOLID BIKE LANE LINE SHALL BE DASHED UP TO THE INTERSECTION, AS SHOWN, BEGINNING AT A POINT 100' IN ADVANCE OF THE INTERSECTION. A DISTANCE OF 200' SHALL BE USED ON ARTERIALS AND SUPERARTERIALS WITH A POSTED SPEED LIMIT OF 45 MPH OR GREATER. WHEN RIGHT TURNS ARE PROHIBBITED, THE BIKE LANE LINE SHALL BE SOLID TO THE INTERSECTION.
3. THE "BIKE LANE" SIGN (18" X 24") SHALL BE PLACED AT THE BEGINNING OF ALL BIKE LANES, ON THE FAR SIDE OF EVERY MAJOR STREET INTERSECTION, AT ALL MAJOR CHANGES IN DIRECTION, AND AT MAXIMUM 1/2 MI. (0.8 km) INTERVALS.
4. THE ACTUAL LOCATION OF ALL SIGNS WILL BE DETERMINED BY THE CITY TRAFFIC ENGINEER.



CASE I

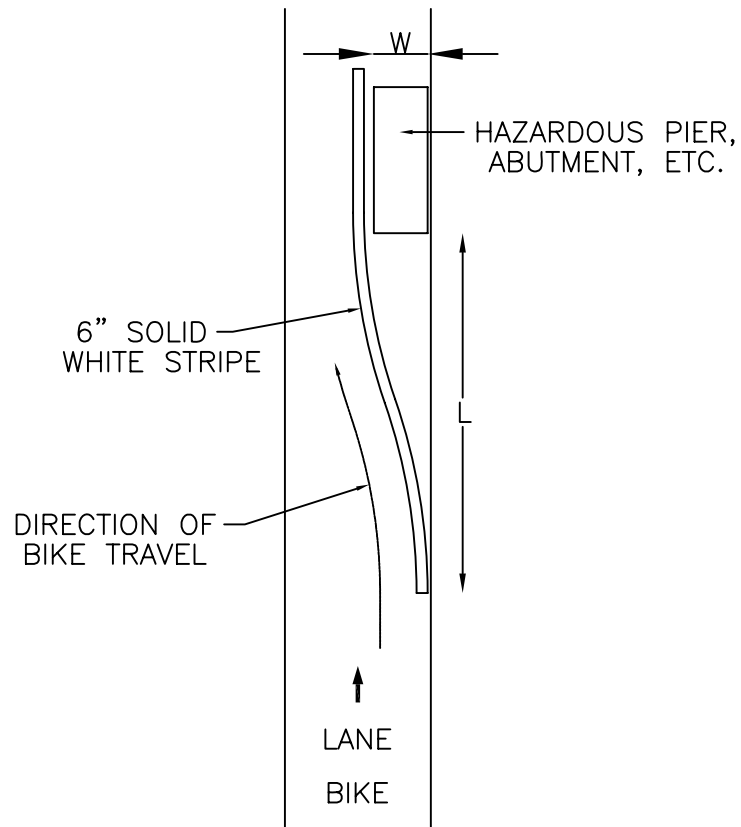


CASE II

NOTES:

TO THE GREATEST EXTENT POSSIBLE, CASE I BIKE LANES WILL BE INSTALLED. CONSIDERATION WILL BE GIVEN TO 5-FOOT BIKE LANES (MEASURED FROM FACE OF CURB), REDUCED LANE WIDTH, AND/OR ELIMINATION OF TRAFFIC LANES. A TRAFFIC STUDY TO INVESTIGATE, BUT NOT LIMITED TO, TRAFFIC SPEED, SPEED LIMITS, TYPE OF CORRIDOR, AND VOLUMES FOR CARS AND TRUCKS, MAY BE DEVELOPED BEFORE TRAVEL LANES ARE ELIMINATED AND/OR REDUCED IN WIDTH.

"NO STOPPING AT ANY TIME" SIGNS WILL BE INSTALLED AT 200 FOOT INTERVALS. (OR AT INTERVALS DETERMINED BY EXISTING STREETLIGHT POLES) WHEN STRIPING A CASE I BIKE LANE.



LEGEND

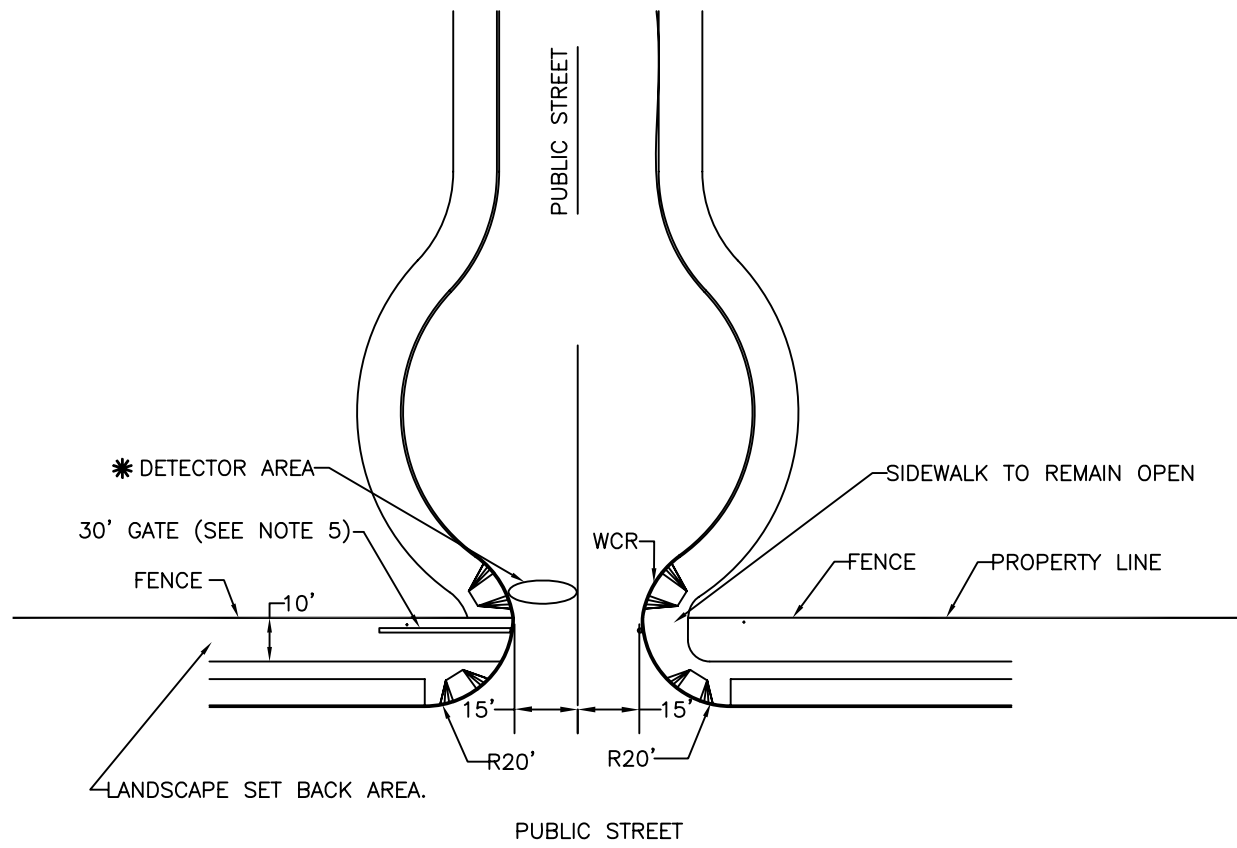
$$L = VW$$

WHERE : L = LENGTH OF APPROACH MARKINGS (FT)

V = AVERAGE SPEED OF BICYCLISTS (MPH)

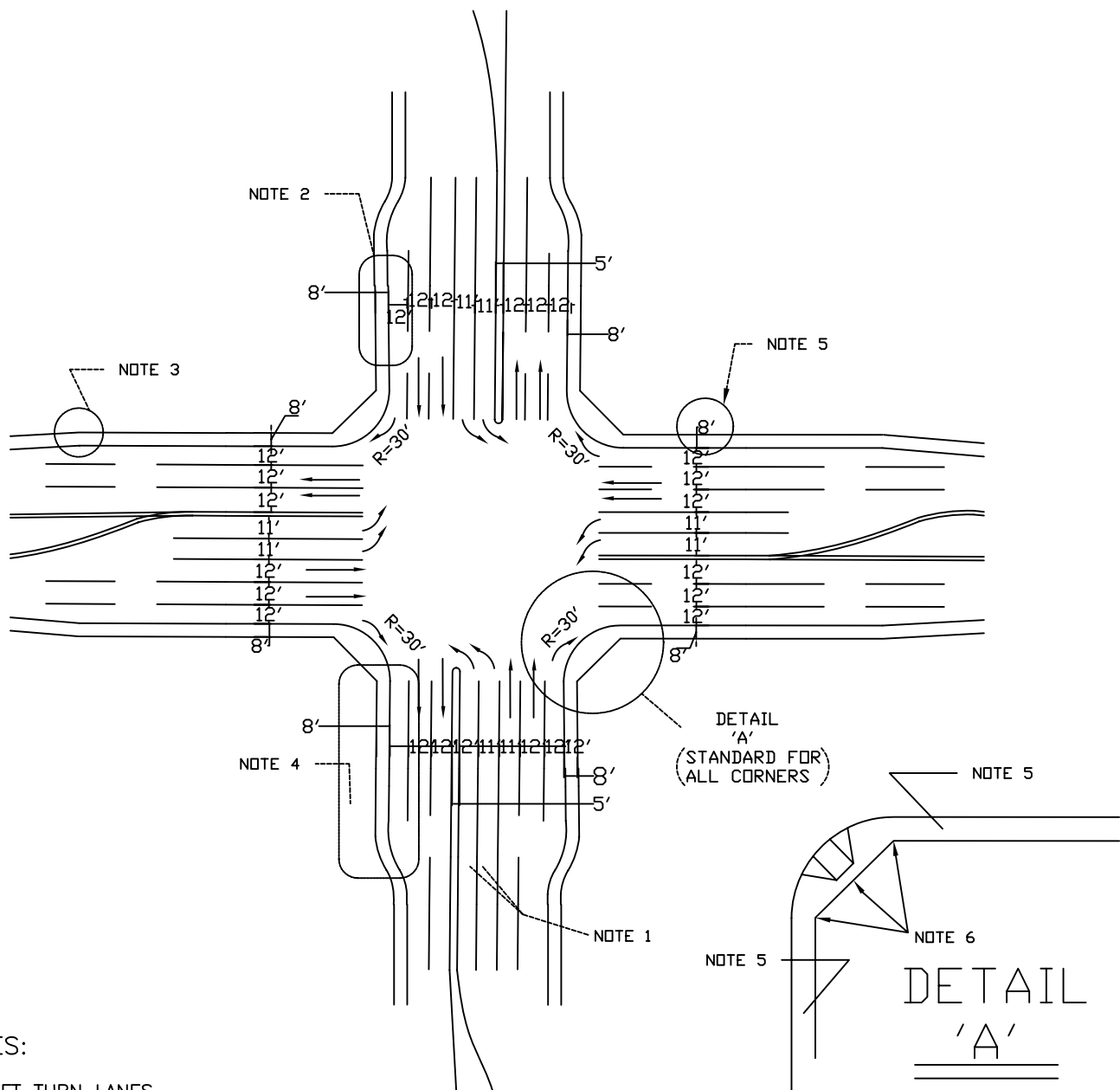
*ASSUME 25 PMH

W = WIDTH OF OBSTRUCTION (FT)



NOTES:

1. GATE MUST BE EQUIPPED FOR EMERGENCY ACCESS BY EMERGENCY VEHICLES FROM PUBLIC STREET OUTSIDE OF CUL-DE-SAC. (CONTACT FIRE DEPT. FOR APPROVED ACCESS CONDITIONS)
2. GATE MUST BE EQUIPPED FOR MANUAL ACCESS IN CASE OF ELECTRICAL FAILURE.
3. MAINTENANCE OF THE GATE AND APPURTENANCES ARE TO BE PLACED IN A MAINTENANCE DISTRICT (CFD).
- * 4. EXITING DETECTOR SYSTEM MAY BE RADAR, PRESSURE PAD, LOOP DETECTION, OR CAMERA AS APPROVED BY THE PUBLIC WORKS DIRECTOR.
5. GATE TO BE LOCATED ON PRIVATE PROPERTY WHEN NOT INCLUDED IN A C.F.D.



NOTES:

1. LEFT TURN LANES
250' STANDARD LEFT TURN POCKETS ON ALL LEGS, REQUIRED. (150' MINIMUM, BASED ON EXISTING CONDITIONS.)
2. RIGHT TURN LANES
150' STANDARD TURN LANE ON ALL LEGS, REQUIRED. (100' MINIMUM, BASED ON EXISTING CONDITIONS AND SITE DEVELOPMENT)
3. TRANSITIONS
CURB TRANSITIONS FROM NEW WIDENING TO EXISTING ROADWAYS SHALL BE DETERMINED BASED ON EXISTING ROADWAY WIDTHS AND SITE DEVELOPMENT. (ALL SIDES)
4. BUS BAYS
MINIMUM 80' REQUIRED ON ALL "FARSIDE" LEGS OF THE INTERSECTION. (MAY BE ADJUSTED TO EXACT LOCATION, BASED ON EXISTING STRUCTURES)
5. SIDEWALK WIDTH
STANDARD 10' COMMERCIAL SIDEWALK REQUIRED ON ALL LEGS EXCEPT IN INFILL AREAS. INFILL AREA MINIMUM PATTERN IS 7' SOLID.
6. LANDSCAPE
EACH SITE MUST BE EVALUATED FOR SURFACE OR POTTED LANDSCAPING IN PUBLIC RIGHT OF WAY IF LANDSCAPING IS REQUIRED, MUST BE IRRIGATED FROM PUBLIC SERVICE POINT.

*BIKELANES

WHEN FEASIBLE, BIKELANES SHALL BE INSTALLED PER P.W. STD. DRAWING P-69. (SEE NOTE NO. 3 ON P.W. STD. P-69)

STREET INTERSECTION DETAIL DUAL LEFT TURN LANES (STANDARD WIDENING DETAILS)

REF. & REV.
DEC., 2003

CITY OF FRESNO
P-82

TRAFFIC INDEX

STANDARD APPLICATIONS

<u>CLASS OF STREET</u>	<u>TRAFFIC INDEX</u>
EXPRESSWAY	10.0
SUPERARTERIAL	10.0
INDUSTRIAL ARTERIAL	9.00
ARTERIAL	9.00
INDUSTRIAL COLLECTOR	8.00
COLLECTOR	7.50
LOCAL INDUSTRIAL OR COMMERCIAL	7.50
LOCAL BOULEVARD	6.00
LOCAL COLLECTOR	5.50
LOCAL	5.00
LOCAL CUL-DE-SAC	4.50

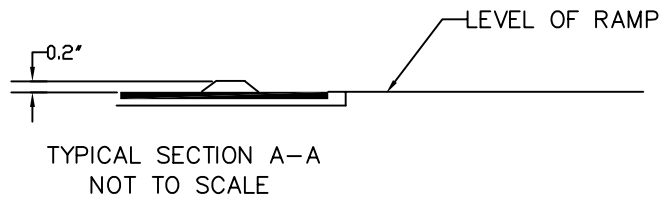
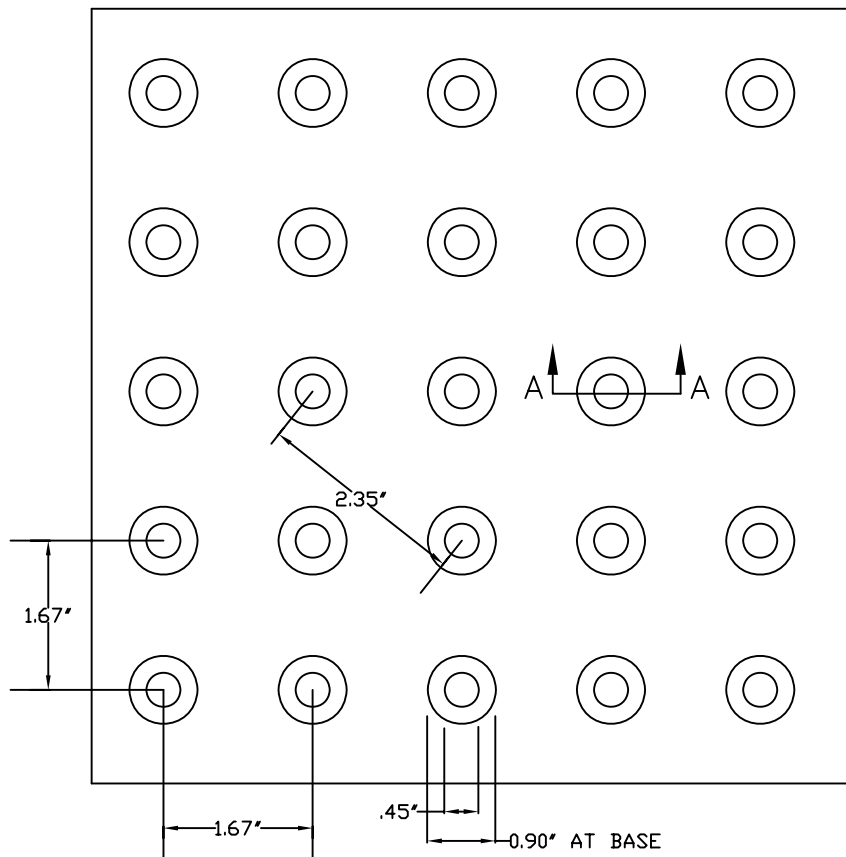
	SHEET SIZE	LEFT BORDER	OTHER BORDERS	TITLE BLOCK
A	11" X 8 1/2"	.5 "	.5 "	A
AA	11" X 17"	.5 "	.5 "	A
B	12" X 25 1/4"	.25 "	.25 "	B
C	12" X 36"	1 "	.25 "	B
D **	24" X 25 1/4"	1 "	.25 "	B
E	24" X 36"	1 "	.25 "	B
F	31" X 36"	1 "	.25 "	B
G **	31" X 25 1/4"	1 "	.25 "	B
*	18" X 26"	1 "	1 "	
* ASSESSMENT DIAGRAMS, OFFICIAL PLAN LINES, TRACT MAPS AND PARCEL MAPS				
** NO LONGER USED BY THE CITY OF FRESNO				

1 1/4"	4"	1 1/4"	1"
REF. & REV. PW FILE NO. PLAT NO.	CITY OF FRESNO DEPARTMENT OF PUBLIC WORKS	PROJ. ID. _____ FUND NO. _____ ORG. NO. _____ DR. BY _____ CH. BY _____ DATE _____ SCALE _____	
	3/8"	5/8"	SHEET NO. _____ OF _____ SHEETS

TITLE BLOCK 'A'

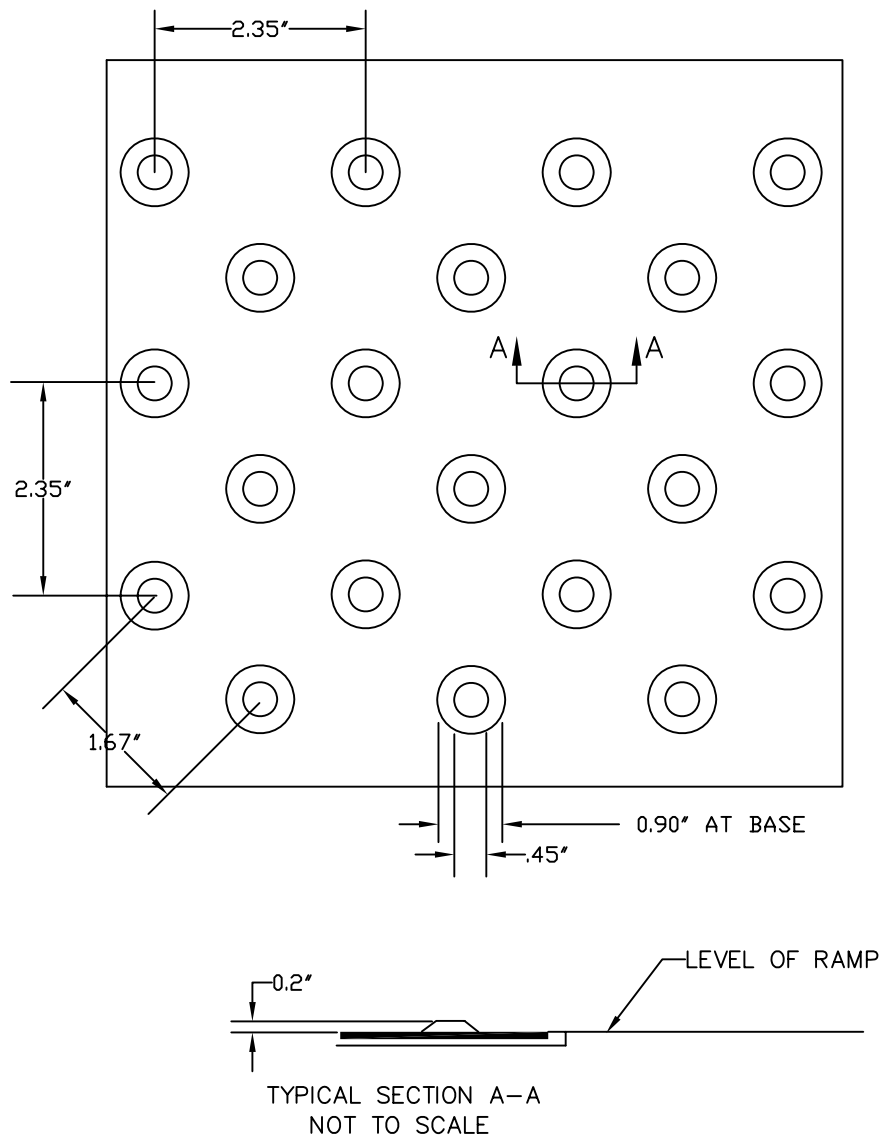
1 3/8"	4"	1 1/4"	1 3/8"
PW FILE NO. PROJ. ID. _____ FUND NO. _____ ORG. NO. _____	CITY OF FRESNO	DEPARTMENT OF PUBLIC WORKS	
REF. & REV.	3/8"	3/8"	REVIEWED: OFFICE ENG. _____ CITY ENG. _____ DR. BY _____ CH. BY _____ DATE _____ SCALE _____
		5/8"	SHEET NO. _____ OF _____ SHEETS

TITLE BLOCK 'B'



NOTES:

1. THE DETECTABLE WARNING SHALL VISUALLY CONTRAST 70% WITH ADJOINING SURFACES, EITHER LIGHT-ON DARK OR DARK-ON-LIGHT. THE MATERIAL USED SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.
2. THE DOMES MAY BE CONSTRUCTED IN A VARIETY OF METHODS, INCLUDING CAST-IN-PLACE OR STAMPED OR IT MAY BE PART OF A PREFABRICATED SURFACE TREATMENT.
3. ONLY APPROVED DSA/AC DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES SHALL BE INSTALLED AS PROVIDED IN THE CALIFORNIA CODE OF REGULATIONS (CCR), TITLE 24, PART 1, ARTICLES 2, 3 AND 4. REFER TO CCR TITLE 24, PART 12, CHAPTER 12-11A AND B FOR BUILDING FACILITY ACCESS SPECIFICATIONS FOR PRODUCT APPROVAL FOR DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES.
4. DETECTABLE WARNING PRODUCTS AND DETECTABLE SURFACES SHALL BE EVALUATED BY AN INDEPENDANT ENTITY, SELECTED BY THE DEPARTMENT OF GENERAL SERVICES, DIVISION OF THE STATE ARCHITECT-ACCESS COMPLIANCE FOR ALL OCCUPANCIES, INCLUDING TRANSPORTATION AND OTHER OUTDOOR ENVIRONMENTS. SEE GOVERNMENT CODE SECTION 4460.

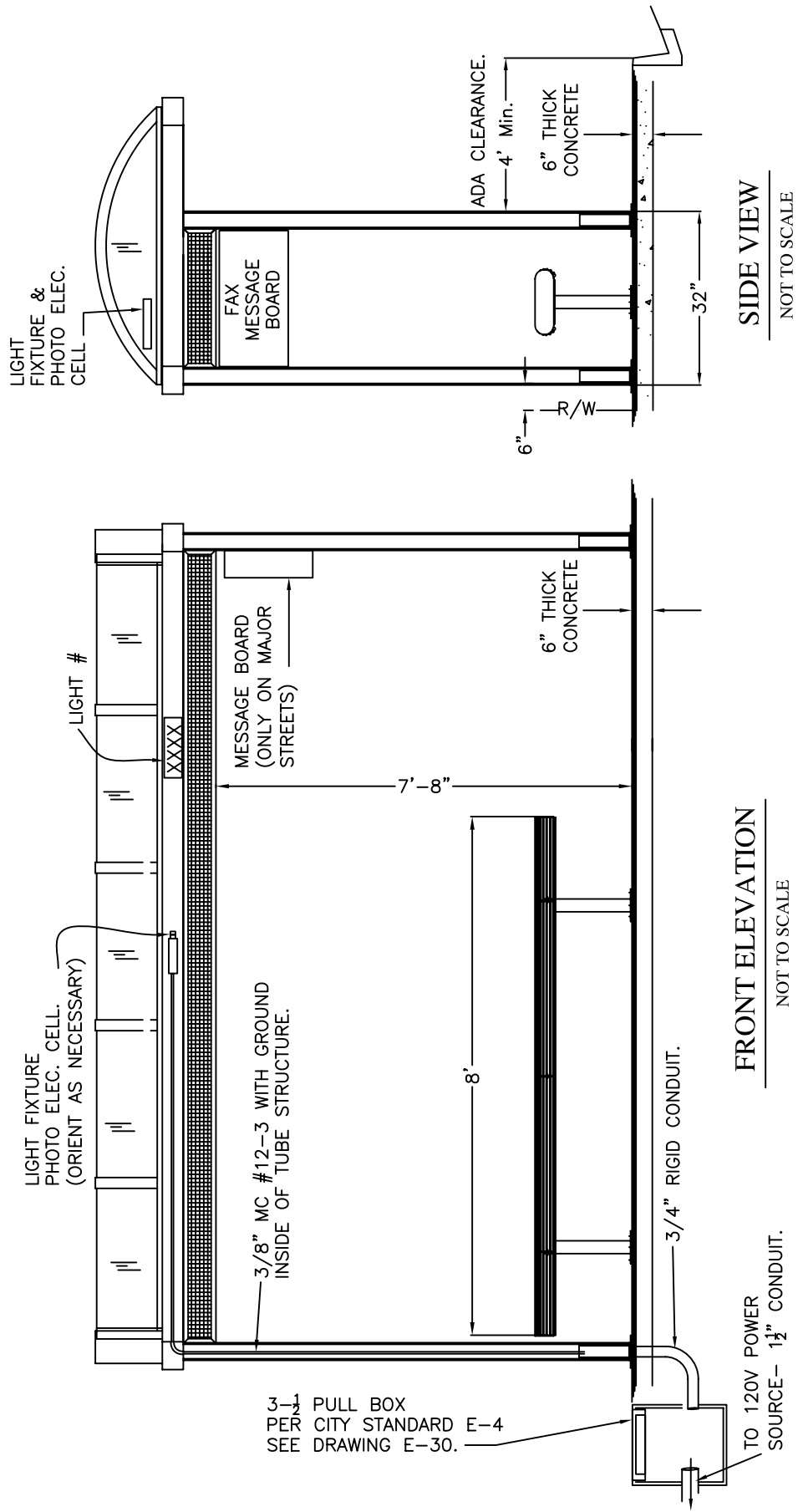


NOTES:

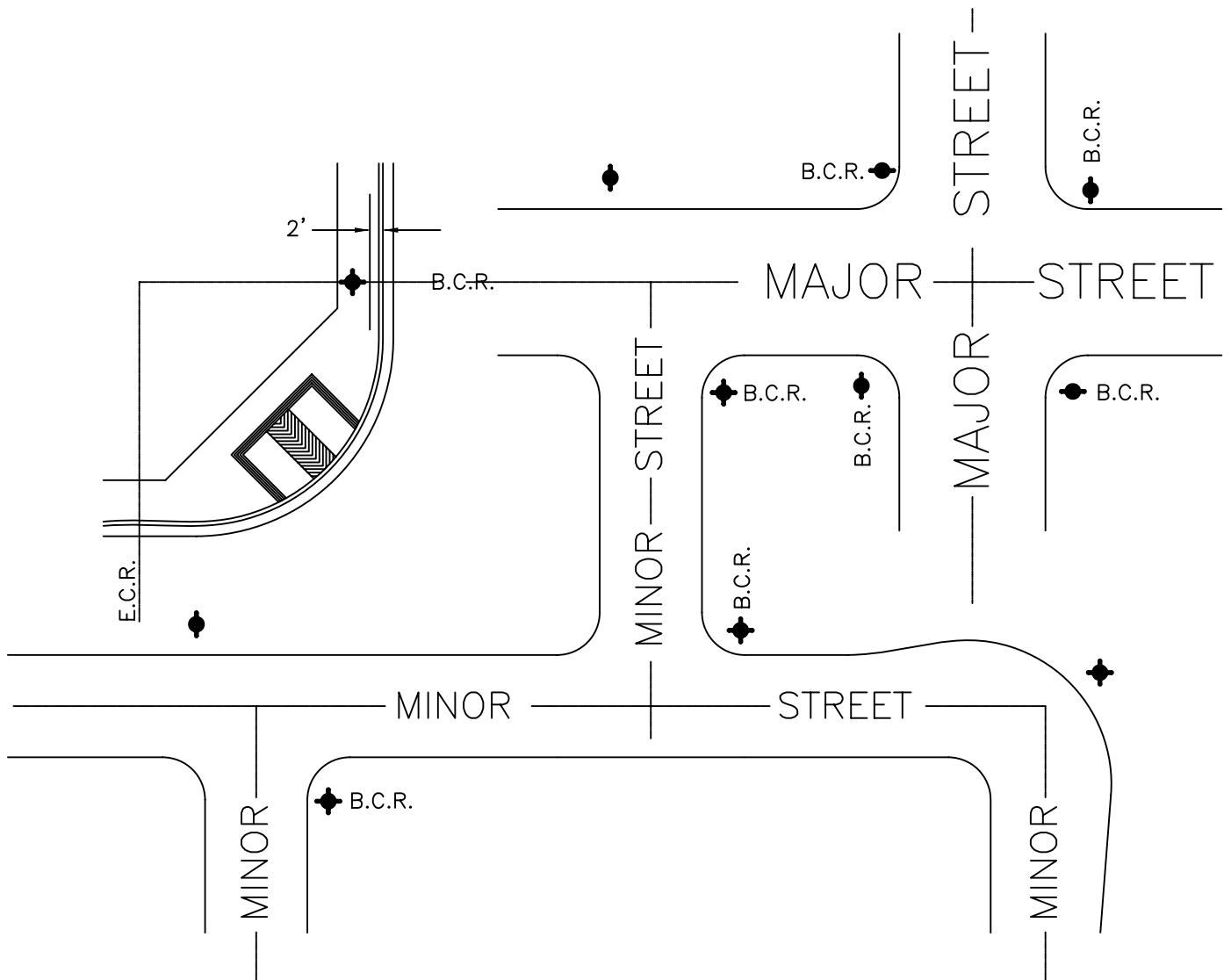
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GENERAL NOTES:

1. BUS SHELTERS SHALL BE PLACED IN CITY OF FRESNO RIGHT OF WAY. CONTACT CITY OF FRESNO TRAFFIC ENGINEERING FOR EASEMENT REQUIREMENTS IF ADA CLEARANCE IS NOT MET.
2. A 6" CONCRETE PAD SHALL BE PLACED UNDER SHELTER FOR REINFORCEMENT. LIMITS OF PAD SHALL ALLOW FOR FUTURE ADDITION TO SHELTER. CONTACT TRAFFIC ENGINEERING FOR REQUIREMENTS.
3. LIGHT FIXTURES TO BE COOPER LIGHTING FIXTURE HV-H-50-120.
4. BUS SHELTER LIGHT(S) SHALL BE NUMBERED. NUMERICAL SEQUENCE SHALL BE OBTAINED FROM P. G. & E. NUMBERS TO BE 2½" HIGH AND INSTALLED AS SHOWN ON THIS STANDARD DRAWING.



SEE E-30 FOR FUSE LOCATION AND ELECTRICAL CONNECTION.



"T" INTERSECTION

"+" INTERSECTION

"L" INTERSECTION

LEGEND

- ◆ DOUBLE SIGNS WITH OR WITHOUT R1
- SINGLE SIGN WITH OR WITHOUT R1

NOTE:

LOCATION OF STREET NAME SIGNS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS. ALTERNATE LOCATIONS TO BE APPROVED BY THE ENGINEER. TYPICAL LOCATIONS: ON B.C.R. OF N.E. & S.W. CORNER OF INTERSECTIONS. FOR UNNAMED PRIVATE STREETS, THE WORDS "PRIVATE STREET" SHALL BE 4 1/2" HIGH AND CENTERED WITHIN THE SIGN.

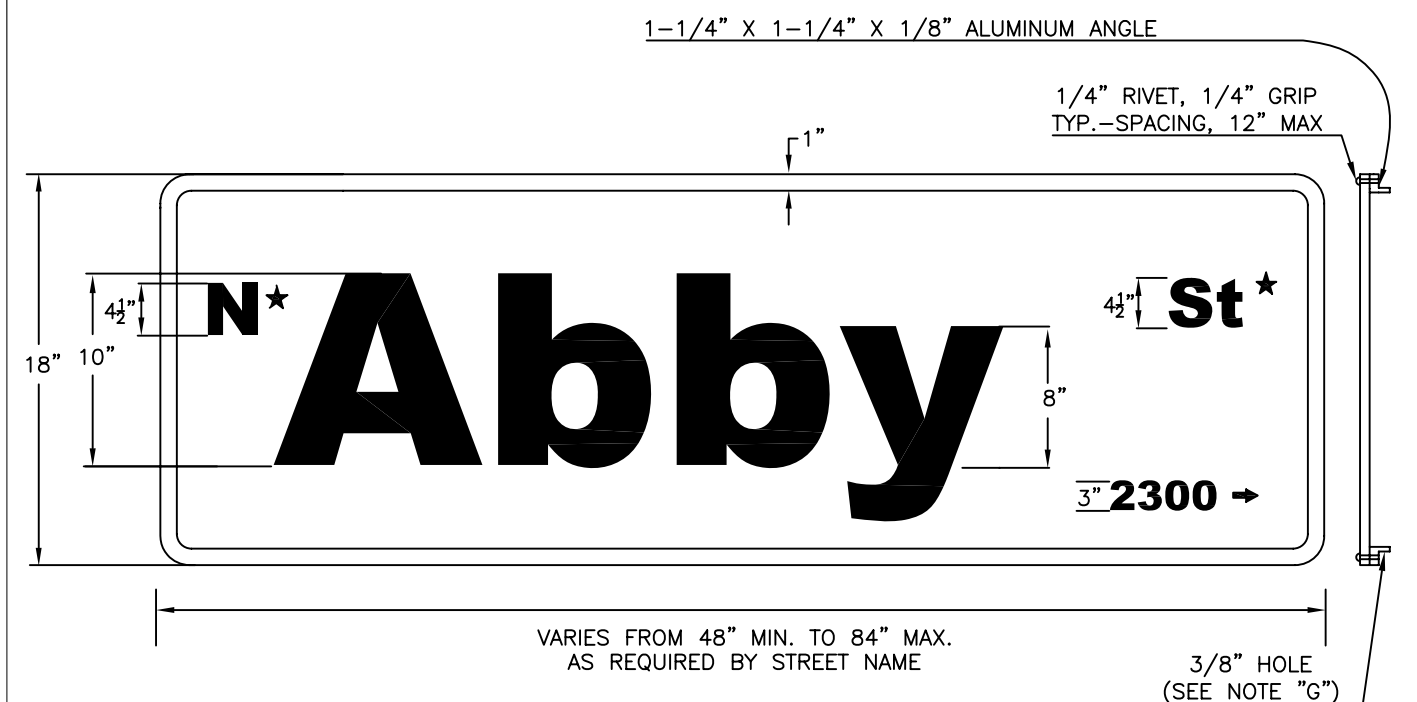
MAJOR STREET = ARTERIALS & COLLECTORS

MINOR STREET = LOCALS

STREET NAME
SIGN PLACEMENT

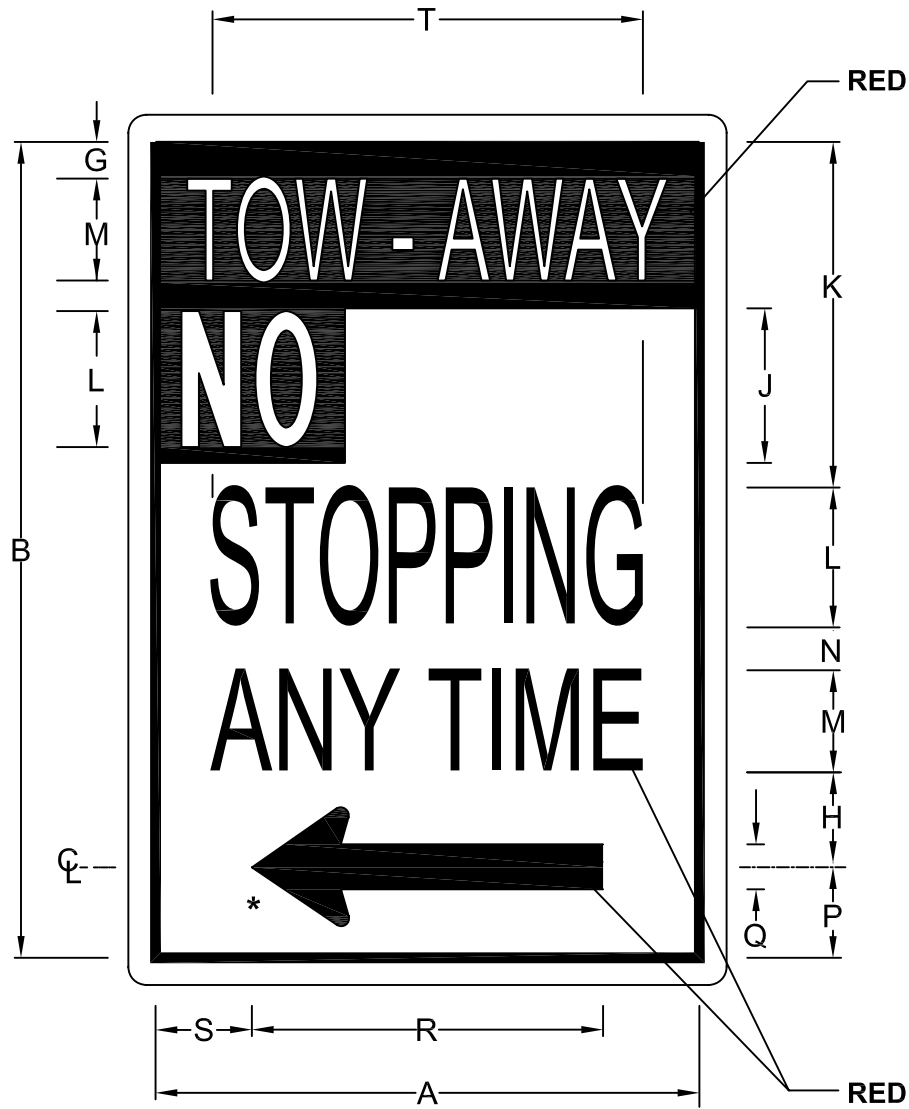
REF. & REV.
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NOTES:

- A. 0.080 ALUMINUM PLATE
 - B. 1" WHITE BORDER
 - C. 10" SERIES 'E' MODIFIED UPPER CASE LETTER - 2" STROKE MINIMUM. ON LONGER STREET NAME SIGNS A NARROWER SERIES IS PERMITTED.
 - D. 8" SERIES 'E' MODIFIED LOWER CASE LETTERS, - 2" STROKE MINIMUM. ON LONGER STREET NAME SIGNS, A NARROWER SERIES IS PERMITTED.
 - E. ALL LETTERS, NUMBERS, BORDERS, AND SHEETING SHALL BE AVERY DENNISON T6500 SERIES REFLECTIVE SHEETING (WHITE ON GREEN OR BLUE ON WHITE AS SPECIFIED BY THE CITY OF FRESNO) AND SHALL BE COVERED WITH AVERY DENNISON OL 1000 ANTI-GRFFITI OVERLAY FILM.
 - F. ENTIRE SIGN SHALL BE SILK SCREENED - DIE CUT LETTERS AND NUMBERS WILL NOT BE ALLOWED.
 - G. DRILL TWO 3/8" HOLES @ 4-7/8" O.C., IN THE CENTER OF THE ANGLES STIFFENERS RIVETED TO THE BACK OF THE SIGN, FOR ZAUMAR BRACKET.
- ★ EXACT DESIGNATION SUCH AS STREET, AVENUE, BOULEVARD, LANE, CIRCLE, COURT, DRIVE, PARKWAY, PLACE, ROAD, TERRACE, TRAIL, NORTH, SOUTH, EAST, WEST, ETC. WILL BE AS NOTED ON THE STREET NAME LIST WITH EACH OTHER.



* INDICATES DIRECTION OF STOPPING RESTRICTION
CAN BE LEFT (←), RIGHT (→) OR DOUBLE (↔)

DIMENSIONS (INCHES)																		
SIGN	A	B	C	D	E	F	G	H	J	K	L	M	N	P	Q	R	S	T
MINIMUM	12	18	1/4	1/4	7/8	3-1/2	4/5	2-5/8	2-1/4	7-5/8	3	2-1/4	2	2	3/4	7-3/4	2-1/8	9-1/2

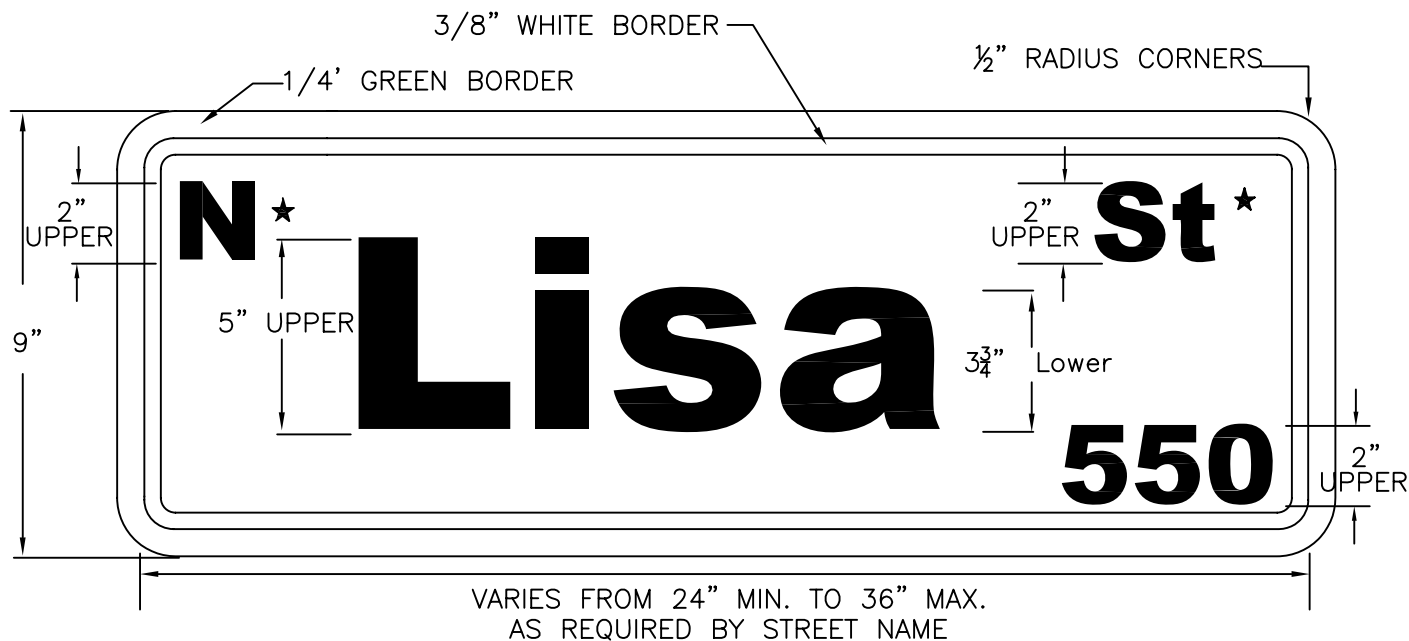
ALL LETTERS, BORDER AND SHEETING SHALL BE AVERY DENNISON T6500 SERIES REFLECTIVE SHEETING
AND SHALL BE COVERED WITH AVERY DENNISON OL 1000 ANTI-GRAFFITI OVERLAY FILM

NO STOPPING ANY TIME SIGN

REF. & REV.
DEC., 2004

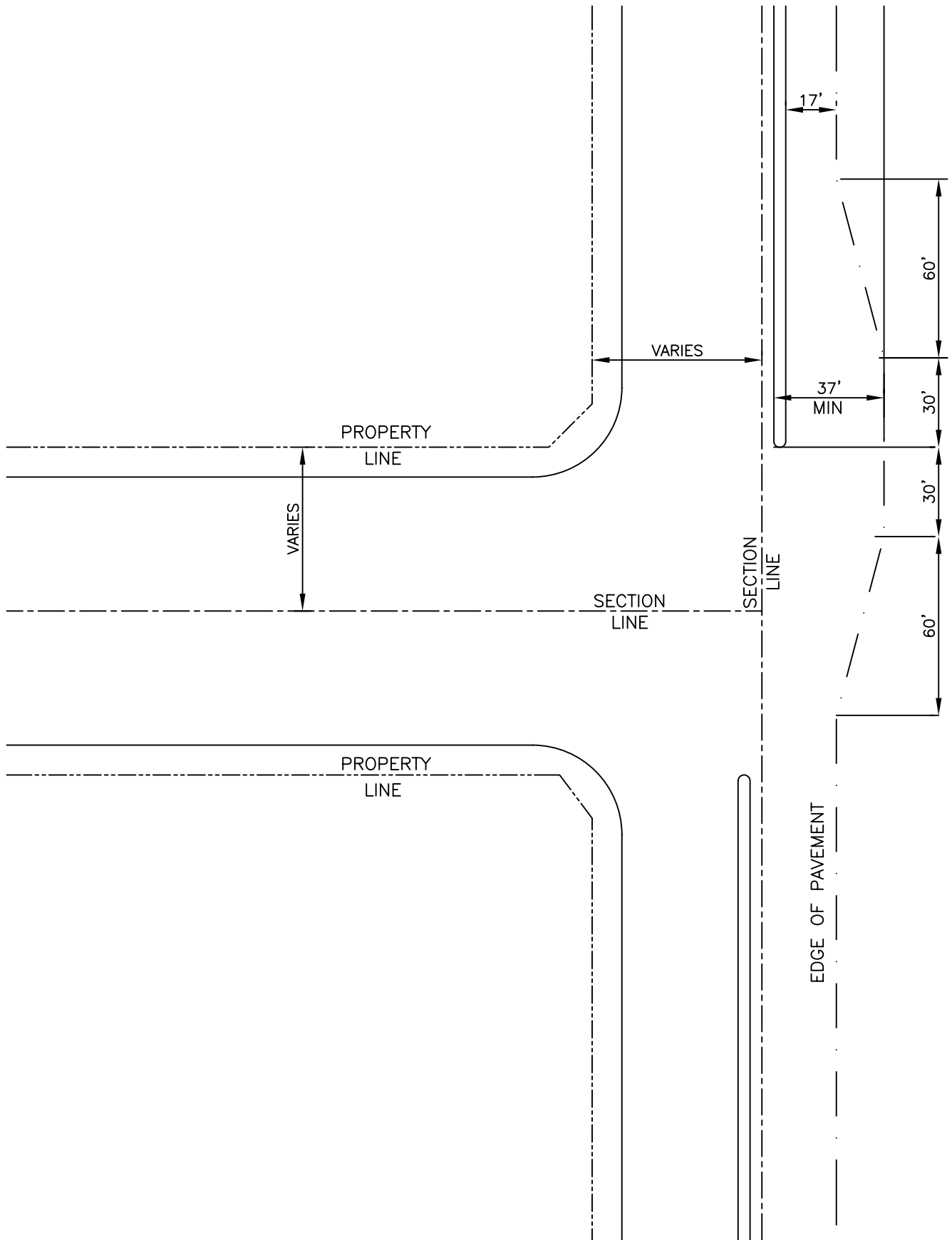
CITY OF FRESNO

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NOTES:

1. ALUMINUM SIGNS SHALL BE SINGLE BLADE DOUBLE SIDED AND SHALL BE MADE OF 0.100 THICKNESS ALUMINUM WITH AN ALLOY HARDNESS OF 5052-H38. THEY SHALL BE 24"x 9", 30"x 9" OR 36"x 9" TO ACCOMMODATE THE STREET NAME.
 2. COLORS SHALL BE WHITE LETTERS ON A GREEN BACKGROUND UNLESS OTHERWISE SPECIFIED.
 3. LETTERS ON STREET NAME SHALL BE A SERIES B, 5" UPPER CASE WITH 3-3/4" LOWER CASE. THE SECONDARY DIRECTIONAL INDICATOR, STREET TYPE (AVE., BLVD. ETC) AND BLOCK NUMBERS SHALL BE 2" UPPER CASE. SIGN SHALL HAVE A 1/2" RADIUS CORNER WITH A 1/4" OUTSIDE GREEN BORDER AND A 3/8" INSIDE BORDER.
 4. ALL LETTERS, NUMBERS, BORDERS AND SHEETING SHALL BE MADE OF AVERY DENNISON T6500 SERIES REFLECTIVE SHEETING AND COVERED WITH AVERY DENNISON OL 1000 GRAFFITI FILM.
 5. SIGNS MAY BE FABRICATED BY MEANS OF SILK SCREENING USING GRAFFITI INKS, BY THE DIE CUT LETTERS OR BY USING AVERY DENNISON TRANSLUCENT OR TRANSPARENT OVERLAY SHEETING ON TOP OF THE T6500 REFLECTIVE SIGN SHEETING.
- ★ EXACT DESIGNATION SUCH AS STREET, AVENUE, BOULEVARD, LANE, CIRCLE, COURT, DRIVE, PARKWAY, PLACE, ROAD, TERRACE, TRAIL, NORTH, SOUTH, EAST, WEST ETC. WILL BE NOTED ON THE STREET NAME LIST WITH EACH OTHER.

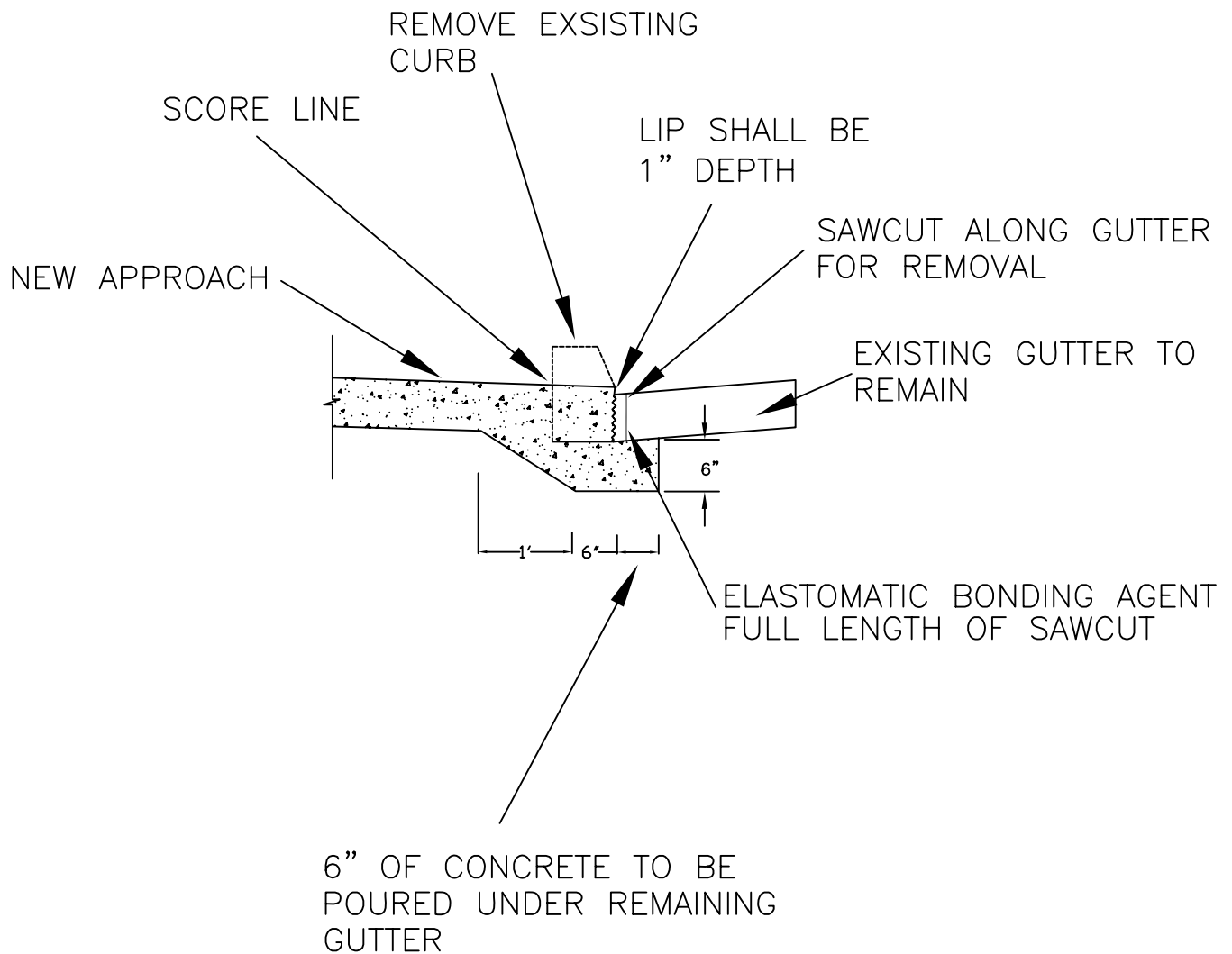


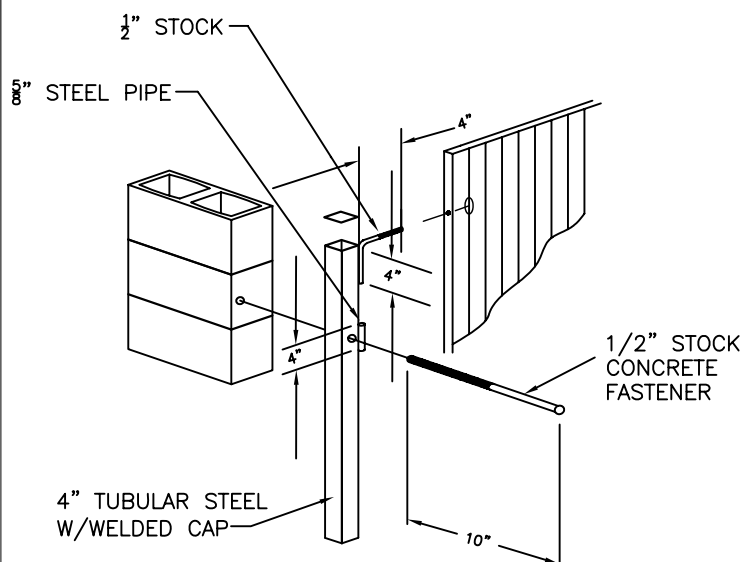
U-TURN MINIMUM CLEARANCE

REF. & REV.
NOV., 2007

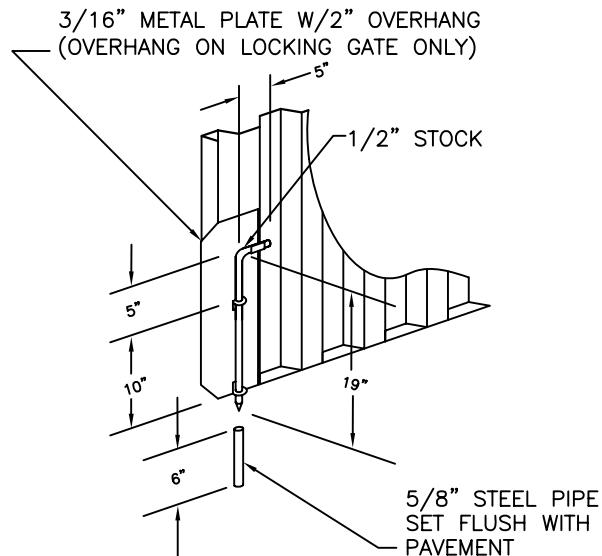
CITY OF FRESNO

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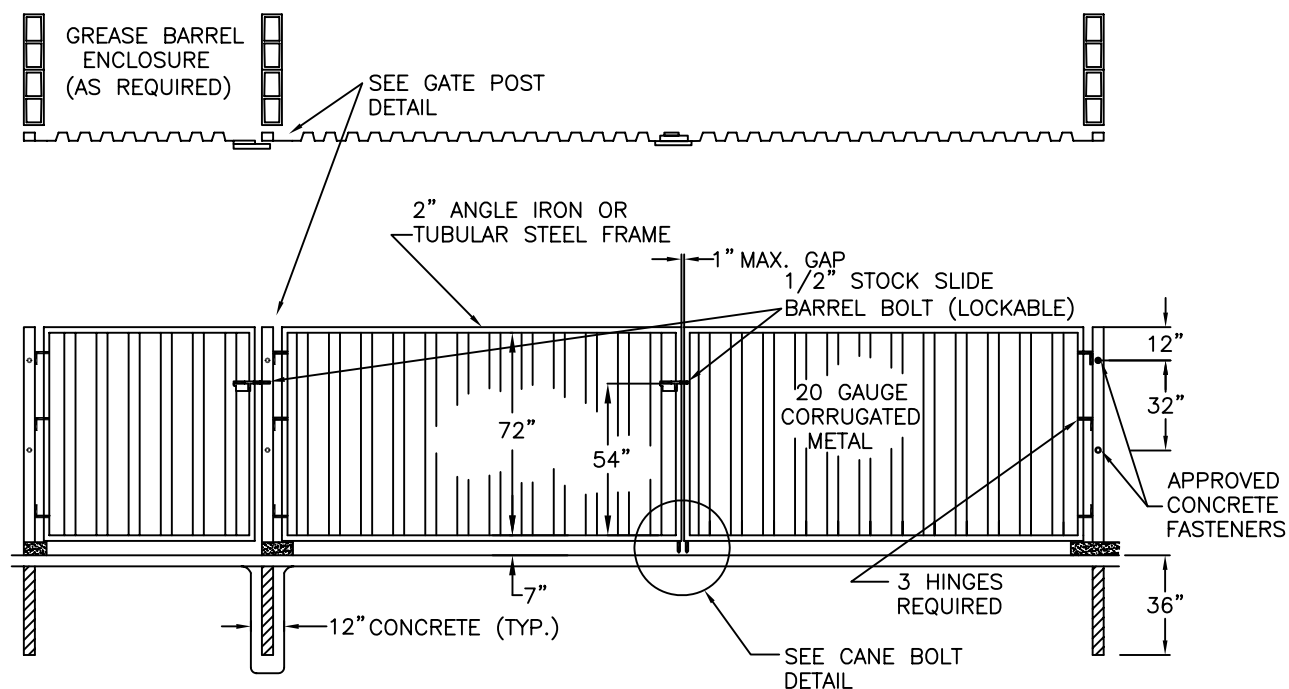
GATE POST DETAIL

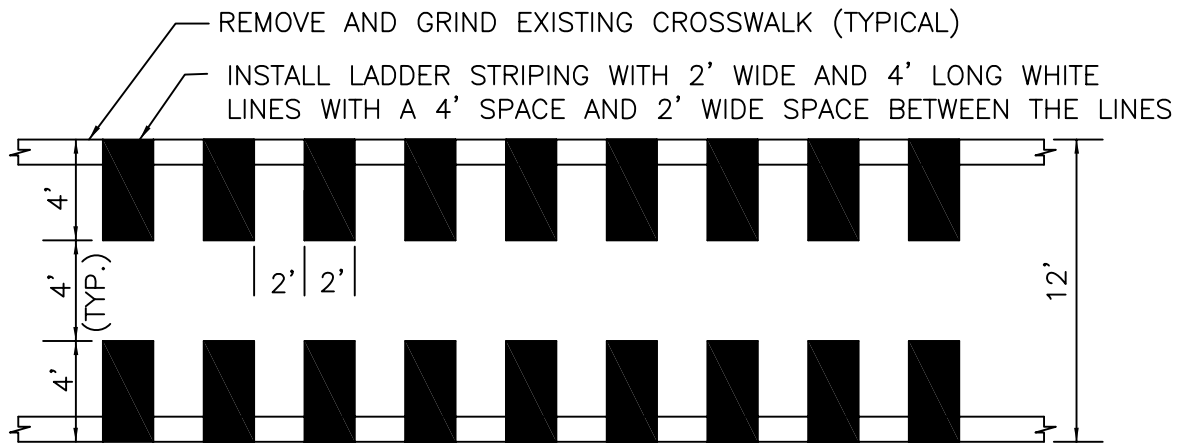


CANE BOLT DETAIL
(BOTH SIDES OF GATE)

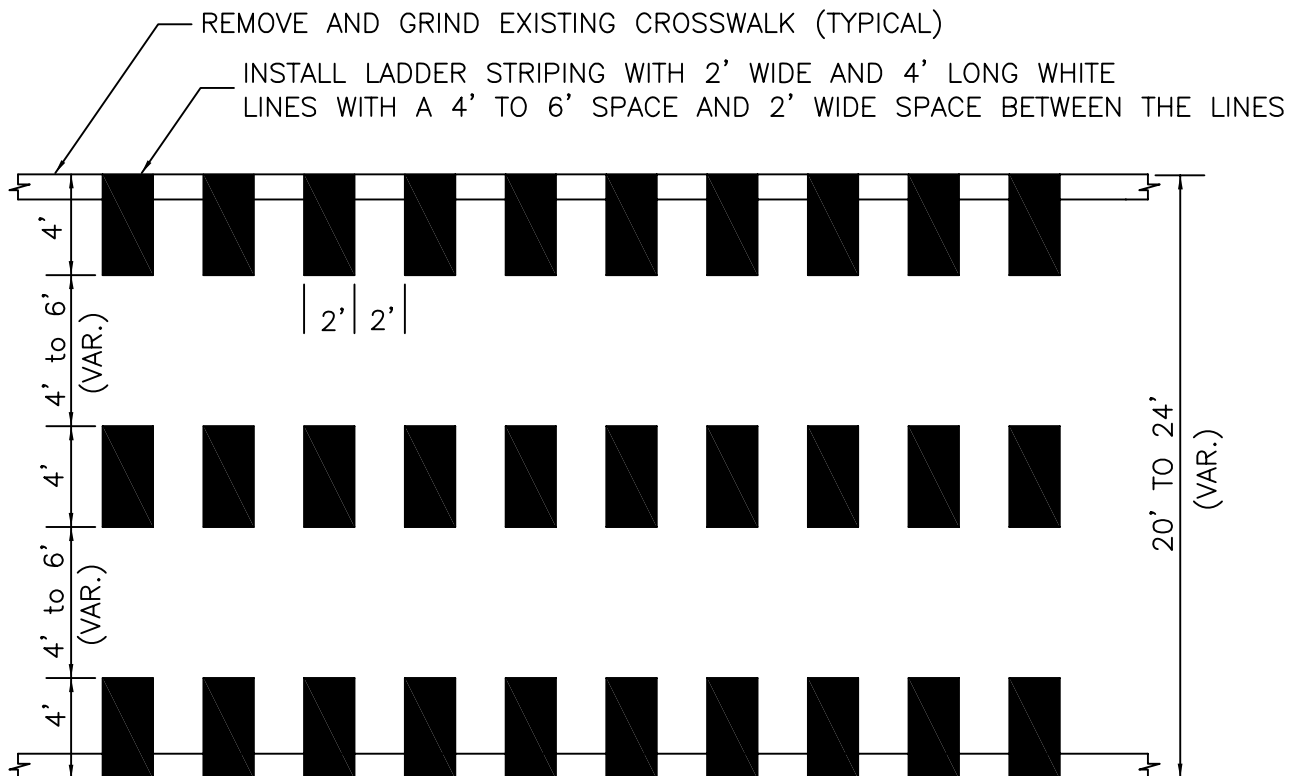
NOTES:

1. GATES TO BE PAINTED TO MATCH BUILDING ACCENT FEATURES.
2. DESIGN, ENGINEERING AND CONSTRUCTION NOT SPECIFICALLY NOTED SHALL BE IN ACCORDANCE WITH ACCEPTED INDUSTRY STANDARDS AND OF FIRST QUALITY.
3. SECONDARY CANE BOLT RETAINER TO BE PLACED FOR EACH GATE SUCH THAT GATE IS HELD IN A POSITION 90 DEGREES TO THE CLOSED POSITION.
4. TWO GATES ARE REQUIRED ON EACH CELL WITH THE EXCEPTION OF THE GREASE BARREL CELL.





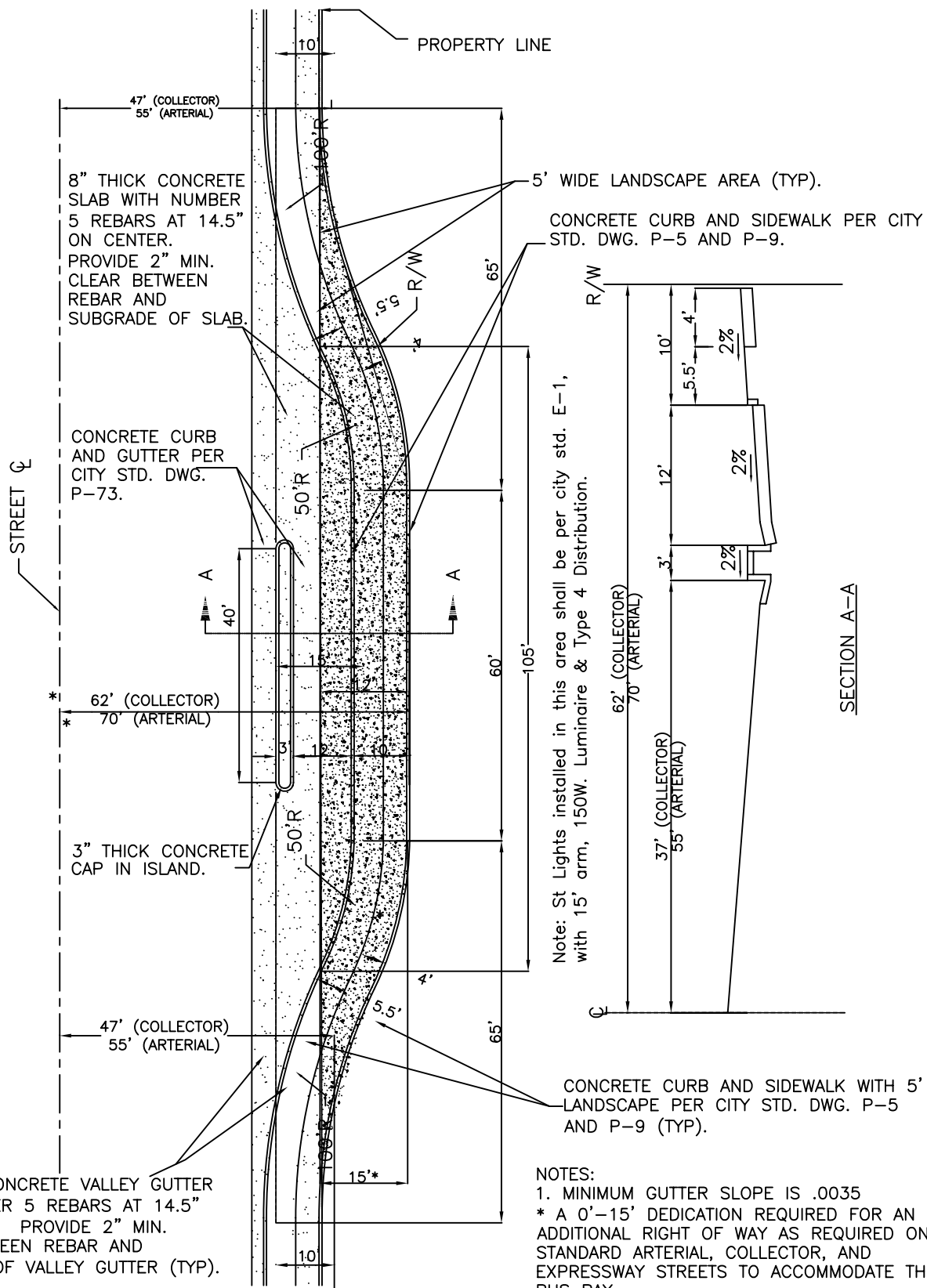
HIGH VISIBILITY CROSSWALK (TYPICAL 12' LAYOUT)



HIGH VISIBILITY CROSSWALK (ENLARGED LAYOUT)

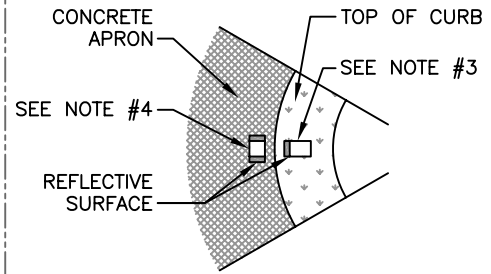
GENERAL NOTES

1. INSTALL THREE ROWS OF 2' x 4' LADDER STRIPING WITH VARIABLE SPACING FROM 4' TO 6" ON ENLARGED CROSSWALKS
2. THE VARIABLE SPACING IS TO BE SYMMETRICAL

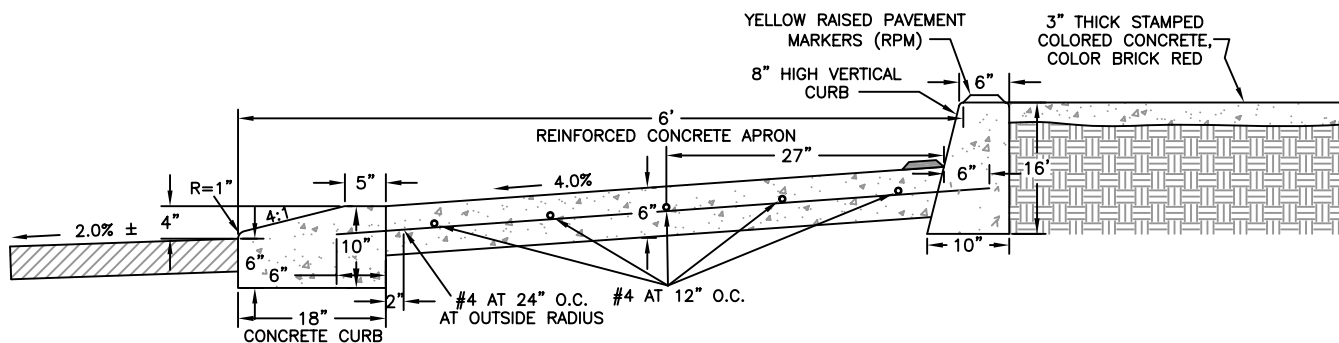


Note: The 3-lane collector striping as shown on this drawing shall only be utilized when approved by the City Traffic Engineer.

1. SIGNING, STRIPING, AND TRAFFIC CIRCLE LANDSCAPING SHALL BE REVIEWED BY THE CITY TRAFFIC ENGINEER.
2. STANDARD VALLEY GUTTER LOCATION IF NEEDED. SEE PW STD. P-10 FOR CONSTRUCTION DETAILS.
3. INSTALL TYPE 'H', YELLOW RETRO-REFLECTIVE, RAISED PAVEMENT MARKERS ON CURB (4 TOTAL).
4. INSTALL TYPE 'D'. YELLOW RETRO-REFLECTIVE, RAISED PAVEMENT MARKERS ON APRON NEXT TO 8" CURB (4 TOTAL).



DETAIL B
RETRO-REFLECTIVE
DETAIL



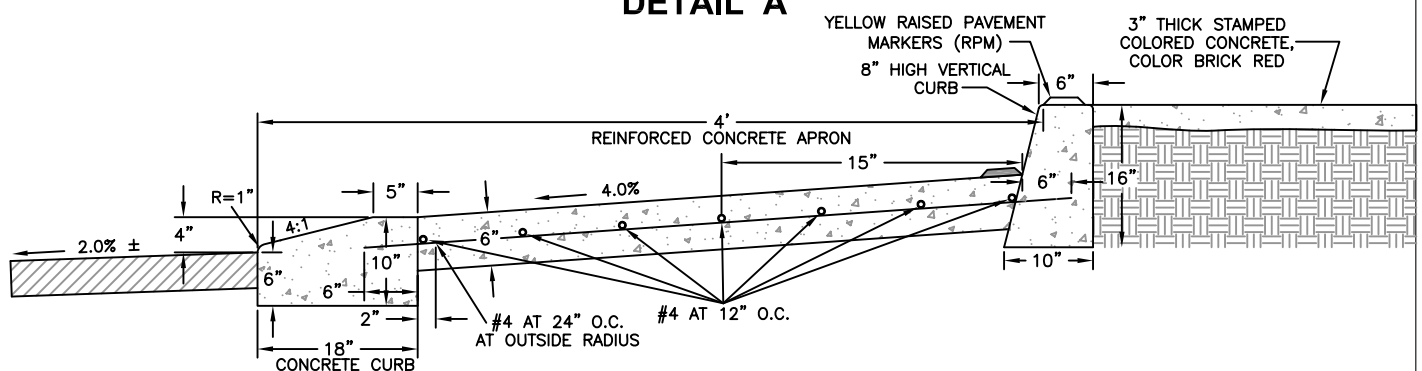
SECTION A-A
CIRCLE CURB DETAIL

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1. SIGNING, STRIPING, AND TRAFFIC CIRCLE LANDSCAPING SHALL BE REVIEWED BY THE CITY TRAFFIC ENGINEER.
2. STANDARD VALLEY GUTTER LOCATION IF NEEDED. SEE PW STD. P-10 FOR CONSTRUCTION DETAILS.
3. INSTALL TYPE 'H', YELLOW RETRO-REFLECTIVE, RAISED PAVEMENT MARKERS ON CURB (4 TOTAL).
4. INSTALL TYPE 'D'. YELLOW RETRO-REFLECTIVE, RAISED PAVEMENT MARKERS ON APRON NEXT TO 8" CURB (4 TOTAL).



1. SIGNING, STRIPING, AND TRAFFIC CIRCLE LANDSCAPING SHALL BE REVIEWED BY THE CITY TRAFFIC ENGINEER.
2. STANDARD VALLEY GUTTER LOCATION IF NEEDED. SEE PW STD. P-10 FOR CONSTRUCTION DETAILS.
3. INSTALL TYPE 'H', YELLOW RETRO-REFLECTIVE, RAISED PAVEMENT MARKERS ON CURB (4 TOTAL).
4. INSTALL TYPE 'D', YELLOW RETRO-REFLECTIVE, RAISED PAVEMENT MARKERS ON APRON NEXT TO 8" CURB (4 TOTAL).



SECTION A-A
CIRCLE CURB DETAIL